

Latitude 38

VOLUME 192, JUNE 1993

CIRCULATION: 48,000



1548 Montague Express
San Jose, CA 95131

Mailing Serv., Inc.

ROBECK'S

PAID

U.S. POSTAGE

BULK RATE

Can you spell FLOCCULATOR?



I knew you could.

What the *&%\$#@! is a Flocculator anyway? Well, when you haul out with us we high pressure wash your boat. Oil, heavy metals and particulate matter are removed from the washdown sump, Flocculated like *&%\$#@! and clean water is then discharged. 'Cost us a fortune. Come on down and put your environmental convictions to the test.

GRAND MARINA,
the finest in boat care and homeports.

OFFERING:

- Over 400 concrete berths 30 to 60 feet
- Seetired Gatehouses (key accessed only)
- Dockside Electrical (up to 50 A - 220 V)
- Cable TV & Telephone Services
- Dry Storage
- Heated & tiled restrooms with individual showers
- Beautifully Landscaped with ample parking
- Full service Fuel Dock and Mini Mart
- Sailboat & Powerboat Brokers on site

MARINE CENTER & BOATYARD:

- 60 Ton TRAVELIFT
- Haulout Facilities
- Electronics Sales and Service
- Engine and Mechanical Repair
- Machine Shop
- Woodworking
- Propeller Shop
- Custom Canvas
- Stainless Fabrication
- Rigging

Leasing Office Open Daily

2099 Grand Street, Alameda, CA 94501

(510) 865-1200

* Mr Rodgers as interpreted by Clyde Bailey - Bailey Woodworking



A BIT *HARRY!*

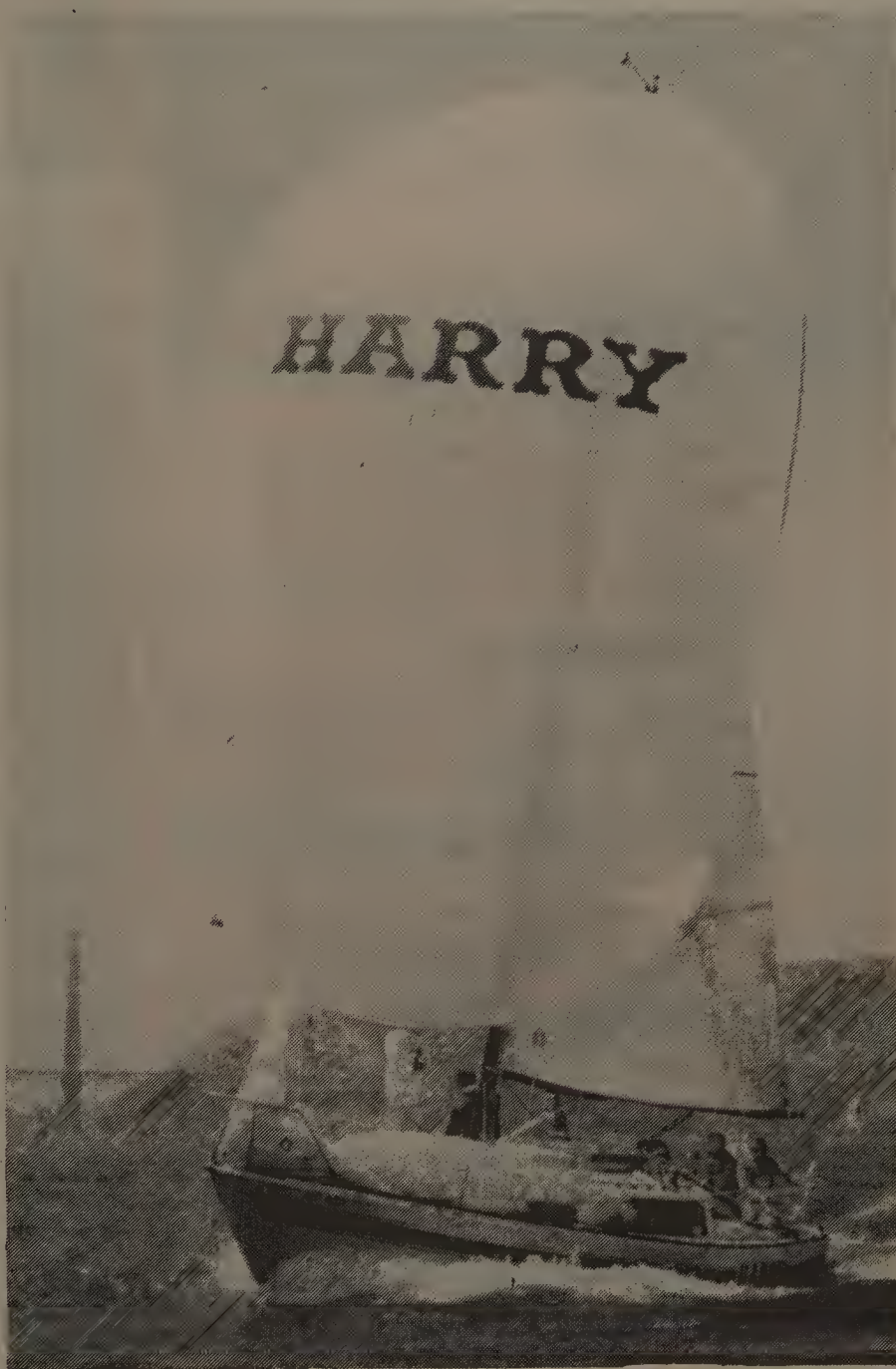
The racing season never really ends on San Francisco Bay. But several regattas in the early spring signal the start of a new year. The One-Design Invitational, sponsored by the St. Francis Yacht Club, is one of them. And this year it offered both light winds and heavy in a challenging City Front series.

Finishing first in the ten-boat Newport 30 class was Dick and Pam Aronoff's *Harry*. Outfitted with a new main and two new headsails from Pineapple Sails, *Harry* is off to a good start.

Dick, with his former partner, Thom, took delivery of *Harry* in 1974 and the boat has been "powered by Pineapples" ever since. Another good start!

The best races begin with good starts. And they end with great finishes!

Pineapple Sails provide the staying power to get ahead and stay ahead. (Ask any Thom, Dick or *Harry*!)



Harry*

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2

Sails in need of repair may be dropped off at:
West Marine Products in Oakland or Stockton
Svendsen's in Alameda • Seabird Sailing Center in Berkeley



PINEAPPLE SAILS

(510) 444-4321

123 SECOND STREET, OAKLAND, CALIFORNIA 94607

*Powered by Pineapples

ISLAND PACKET

What Makes an Island Packet a Cut Above Other Bluewater Cruisers?



CONSTRUCTION:

Island Packet uses triaxial fiberglass roving in their hull and decks, which dramatically increases strength over conventional layup methods used by other manufacturers.

All deck layouts include Polycore coring, a closed polymeric material which adds strength without weight and is impervious to water penetration.

FITTINGS:

Island Packet uses all pre-tinned wiring throughout insuring that you do not have any electrical failures from corrosion. All anhydrous hose is used throughout the sanitation system so no odors permeate into the boat.

All components—engine, winches, pumps, lights, and fixtures carry a two-year warranty compared with 1 year for all other manufacturers.

Engines are installed for maximum accessibility so maintenance is easy. Engines are mounted on rigid stringers with drip pans beneath.

PERFORMANCE:

Island Packets combine a contemporary hull form with their patented full foil keel design which provides the best features of a full keel without the negative features of a traditional full keel such as rolling motion at sea, poor windward performance and poor maneuvering.

INTERIOR:

Island Packets emphasize large volume, liveable interiors. All the details are well thought out for both life at sea and at dockside. All water and fuel tanks are located below the cabin sole thereby providing enormous storage volume. The joinery and interior finish is superlative.

**Island Packet 44 • 38 • 35
At Our Docks**

**Passage Yachts
Stands for
Integrity,
Providing the
Best in Customer
Service and
Satisfaction.**



1220 Brickyard Cove
Pt. Richmond, CA 94801
(510) 236-2633
Fax (510) 234-0118

CONTENTS

subscriptions	6
calendar	14
letters	30
loose lips	72
sightings	76
decadents abroad	92
vallejo race	100
triumph of the spirit	102
whitbread preview	108
tips for (sailing) grads	112
max ebb	118
product highlights	121
world of charter	122
the racing sheet	132
changes in latitudes	144
classy classifieds	160
advertisers' index	174
brokerage	174

COVER PHOTO: *Latitude 38/JR*
Sundowner sails down Memory Lane.

Graphic Design: Colleen
Copyright 1993 Latitude 38 Publishing Co., Inc.

Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966. For more specific information, request writers' guidelines from the above address.



SHOULDN'T
YOUR YACHT
BROKER BE A
PROFESSIONAL?



ON DISPLAY



BENETEAU 375, 1985. Traditional teak interior in this roomy performance cruiser. Go out the Gate with confidence. \$74,500.



1983 BENETEAU FIRST 456. Frers-designed racer/cruiser boasts 3 cabins in large interior. Priced to move at \$135,000.



PASSPORT 40, 1986. Impressive list of upgrades including max prop, radar. Very low time. Must see to appreciate. Immaculate. \$159,500



BENETEAU 42, 1985. The German Frers designed classic. Racing or cruising, this yacht is a proven winner. Sails, electronics, and all the gear at \$129,500.



HYLAS 44, 1984. Very well designed aft cabin layout. Priced way below market for a quick sale. A "must see". \$149,500.



BENETEAU OCEANIS 350, 1988. Popular, clean and well equipped modern cruiser from industry leader. Now only \$65,000.

PARTIAL LISTING

25' CAPE DORY	7,000
27' CATALINA, 1974	reduced to 12,500
27' ISLAND PACKET, 1988	55,000
28' ISLANDER, 1984	22,900
30' LANCER, 1985	24,995
30' ALBIN BALLAD, 1978, excellent	22,250
30' DUFOUR, 1970, refurbished	19,900
30' SANTANA, 1976, diesel	21,500
31' ISLAND PACKET, 1986	69,000
32' ERICSON, 1976	make offer 24,000
32' ISLANDER, 1977	28,500
33' NUNTER, '79	24,950
33' APHRODITE, 1977	24,000
33' PEARSON, 1986	61,500
34' WYLLIE, 1980	33,000
35' C & C, 1972	29,900
35' CHRIS CRAFT, BY S&S, 1963	39,900
35' NIAGARA, 1981	59,500
35' ISLAND PACKET, 1989	129,000
36' PEARSON, 1985	69,500
37' PASSPORT, 1988	139,000
38' FINNSAILER MS, '78	must sell 59,500
38' SABRE, 1988	159,000
38' MORGAN, 1979	61,000
38' ISLAND PACKET, 1989	139,500
38' BALTIC, 1983	135,000
38' CABO RICO, 1988	160,000
38' CALIBER, 1988	134,000
40' PASSPORT, 1986	159,500
40' X-119, 1990	128,000
40' CAPE DORY, 1985	135,000
40' TARTAN, 1986	145,000
41' FRERS, 1988	149,000
41' HANS CHRISTIAN, 1986	169,500
41' CAMBRIA, 1986	249,000
41' MORGAN OUTISLAND	2 from 69,900
41' CT KETCH	59,900
41' PASSPORT, 1989	179,500
41' NELSON-MAREK, 1982	59,900
41' C&C, 1984	99,500
42' TAYANA, 1987	115,000
42' HALLBERG-RASSY, 1984	160,000
42' TARTAN, 1982	115,000
43' YOUNG SUN PN, 1983	89,900
43' HANS CHRISTIAN, 1985	189,000
43' SHANNON, 1986	229,500
43' MASON, 1982	145,000
44' ALDEN, 1980	210,000
44' C&C, 1987	149,000
44' GULFSTAR, 1980	128,900
44' LAFITTE, 1985	175,000
44' HYLAS, 1985	149,500
45' BRISTOL, 1983	235,000
49' TASWELL, 1991	449,000
49' HINCKLEY, 1973	285,000
50' PASSPORT, 1990	395,000
59' HINCKLEY SOUTHWESTER, 1984	500,000

BENETEAU BROKERAGE

31' BENETEAU FIRST RACE, '91	69,000
34' BENETEAU FIRST 345, '88	79,000
34' BENETEAU OCEANIS 350, '88	65,000
35' BENETEAU FIRST 355, '90	87,000
37' BENETEAU FIRST 375, '85	74,500
40' BENETEAU 405, 1987	119,000
42' BENETEAU, 1985	129,500
43' BENETEAU 432, '87	2 from 118,000
45' BENETEAU FIRST 4515, '91	239,800
45' BENETEAU 456, '83	135,000

PassageYachts
INC

BROKERAGE

1220 Brickyard Cove Rd.
Pt. Richmond, CA 94801
(510) 236-2633
Fax (510) 234-0118

BENETEAU
WHEN YOU
DEMAND
THE BEST



LOA	31'0"
LWL	28'8"
Beam	10'7"
Draft	5'11"
Displacement	7,054 lbs.

10-year warranty

FIRST 310

A perfect family boat for all reasons. Fast, easy to sail, and comfortable, the 310 features a furniture grade cherry interior, 2 private cabins, furling genoa, main, Volvo diesel, VHF, knotmeter, depthsounder, shore power, shower, hot & cold pressure water, stove & oven and much more at a very reasonable price.

LOA	35'5"
LWL	29'4"
Beam	11'10"
Draft	6'
Displacement	11,660 lbs.

10-year warranty

FIRST 35s7

Priced to move now! This speedy, roomy and elegant yacht has it all, including refrigeration, furling genoa, VHF, knot/depth meters, anchor package and everything needed to get you sailing now. Only one Beneteau 35s5 at this price so call now. Charter placement opportunity available.

LOA	46'6"
LWL	36'9"
Beam	14'0"
Draft	7'6"
Displacement	21,500 lbs.

10-year warranty

FIRST 45f5

Designed by Bruce Farr, the 45f5 has excellent sailing manners and incredible speed. The level of finish and interior accommodations are approached only by much more costly yachts. Very well equipped with windlass, refrigeration, battery charger, furling genoa, rod rigging, basic electronics, shore power and exceptional beauty.

Beneteau 45f5 • 38s5 • 35.7 • 35s5
310 • 440 • 370 • 350 At Our Docks

Passage Yachts
Stands for
Integrity,
Providing the
Best in Customer
Service and
Satisfaction.

PassageYachts
INC

1220 Brickyard Cove
Pt. Richmond, CA 94801
(510) 236-2633
Fax (510) 234-0118



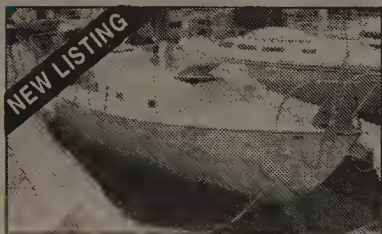
SMALL YACHT DIVISION

*Specializing in
boats under \$25,000*



30' NANTUCKET CLIPPER

She's built to Lloyd 100A specifications in England, Ketch rigging, windvane and ready for new adventures. This is the one that will take you wherever your dreams roam and at a great price. Just reduced to \$19,780. At our docks.



32' ISLANDER Wayfarer 19,950
Good boat for Mexico and beyond.



25' ERICSON 5,900
New roller furling. Great price.



29' CAL Just Listed
Lots of goodies, dodger.



27' SUN 16,950
Wheel, diesel and affordable!

22'	CAL w/trailer	At our docks	9,995
23'	MERIT, trailer, dealer demo	At our docks	6,900
24'	STONEHORSE Cutter	At our docks	9,750
25'	CATALINA		22,500
25'	SEIDELMANN	At our docks	6,900
25'	ERICSON	At our docks	5,900
26'	PEARSON	At our docks	8,500
26'	CHRYSLER, trailer	At our docks	11,850
26'	S-2, center cockpit	At our docks	11,500
27'	ERICSON	At our docks	12,900
27'	SUN		16,950
28'	CAL 9.2	At our docks	28,500
28'	CONTEST	At our docks	Reduced 19,900
28'	CAL	At our docks	9,995
29'	CAL	At our docks	2 from 14,900
30'	ISLANDER BAHAMA		21,750
30'	PEARSON	At our docks	18,750
30'	NANTUCKET Offshore Clipper	At our docks	28,750
33'	WINDWARD	At our docks	18,750
33'	RANGER	At our docks	24,000

(510) 521-2010

2099 GRAND STREET, ALAMEDA, CA 94501

FAX 510-522-6198

SUBSCRIPTIONS

- ☐ Enclosed is \$20.00 for one year

Third Class Postage (Delivery time 2-3 weeks; Postal Service will not forward third class, so you must make address change with us in writing. Please allow 4-6 weeks to process changes.)

- ☐ Third Class Renewal (current subscription)

- ☐ Enclosed is \$45.00 for one year

First Class Postage (Delivery Time 2 to 3 days)
(Canada: First Class Only)

- ☐ First Class Renewal (current subscription)

- ☐ Gift Subscription – Gift Card to read from:

We regret that we cannot accept foreign subscriptions, nor do we bill for subscriptions. Check or money order must accompany subscription request.

Name

Address

City

State

Zip

INDIVIDUAL ISSUE ORDERS

Current issue = \$5.00 • With classy ad placed = \$3.00

Back Issues = \$7.00 (must indicate exact issue by month or vol. #)

DISTRIBUTION

- ☐ We have a marine-oriented business/yacht club in California which will distribute copies of *Latitude 38*. (Please fill out your name and address and mail it to the address below. Distribution will be supplied upon approval.)

- ☐ Please send me further information for distribution outside California.

Business Name

Type of Business

Address

City

State

Zip

County

Phone Number

Latitude 38

"we go where the wind blows"

Publisher & Executive Editor Richard Spindler, ext. 111
Co-Publisher Kathleen McCarthy, ext. 101

Managing Editor John Riise, ext. 110
Associate Editor Rob Moore, ext. 109
Advertising John Arndt, ext. 108
Advertising Mitch Perkins, ext. 107
General Manager Colleen Levine, ext. 102
Production Mimi Atkinson, ext. 104
Production Christine Weaver, ext. 103
Bookkeeping Tina Dunne, ext. 101

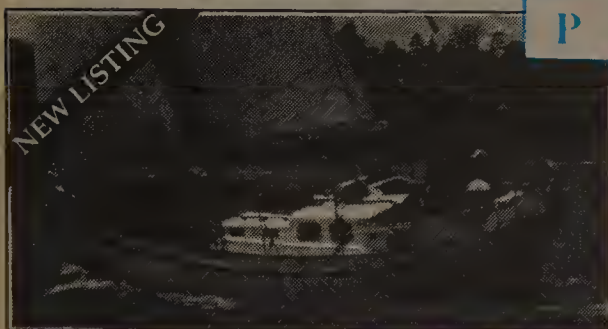
Directions to our office press 212
Classifieds press 21
Subscriptions press 24
Distribution press 25

P.O. Box 1678, Sausalito, CA 94966 • (415) 383-8200 Fax: (415) 383-5816

(510)
521-1929



NEW LISTING



37' MASON 198

A unique combination of design and builder. Hans Christian and Mason, it couldn't get better. This one includes autopilot, radar, roller furling and more. Located in our display basin and asking \$67,000.

BUC
NET

BROKERS CHOICE



27' SUN	16,950	37' HUNTER	49,500
28' HUNTER 28.5	29,500	37' RAFIKI	85,000
29' CAL	19,750	37' PEARSON	114,000
30' ISLANDER BAHAMA	21,750	37' MASON	67,000
30' CAL 9.2R	26,950	38' C&C	from 125,000
30' NANTUCKET	19,870	38' OOWNEAST	58,500
31' MARIAH	67,500	38' ERICSON	119,000
32' ERICSON 1989	67,500	38' HANS CHRISTIAN	92,500
32' MORGAN	39,900	39' PEARSON	49,900
33' RANGER	24,000	40' HUNTER	74,500
34' MARINE TRADER TRAWLER	49,950	40' CHEOY LEE	2 from 59,000
34' ERICSON T	35,000	40' C & C	79,900
34' CREALOCK	114,500	41' C&C	118,500
34' ALOHA	62,500	41' CORONADO	49,900
35' CUSTOM BABA	85,000	41' MORGAN OI	69,000
35' FORMOSA	39,500	41' CT	69,000
36' CATALINA	66,500	42' HUNTER PASSAGE	177,500
36' FREEPORT ISLANDER	59,500	43' OCEANIS 430	159,000
36' MORGAN OUT ISLAND	39,500	46' CAL III	129,000
36' SABRE	98,000	48' MAPLELEAF	169,000
36' C&C	48,500	48' CHEOY LEE	114,900
36' C&C, 1981	52,500	50' COLUMBIA	2 from \$97,000
36' SPARHAWK	69,800	50' CRUISING KETCH	89,000
36' UNION	74,500	50' FD 12	179,000
37' ENDEAVOUR	69,500	52' IRWIN	297,500
37' TAYANA	88,500	55' TAYANA	369,500

FLYING
REDEFINED

Celere 47

Looking for performance, sleek styling, livable interior, and exceptional quality and you don't want to pay for a Swan or Baltic? Well this is your boat!! The NEW Celere 47. All of the above and more. Located at our docks and available to view. Call for particulars and pricing.



36' UNION 74,500
Excellent condition. At our docks.



50' COLUMBIA 119,000
New rigging, new furling, new



36' CATALINA 66,500
Great liveaboard. Call for appt.



34' ERICSON 34,900
Racer/cruiser in good condition.



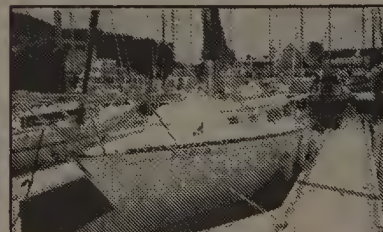
43' BENETEAU Oceanis 159,000
3 stateroom layout. New boat look.



36' C&C 48,500
Race or cruise, she's equipped.



39' PEARSON Ctr ckpt 49,950
Huge liveaboard. Well equipped.



30' BAHAMA 21,750
Wheel, diesel, and much more!!!

ATTENTION SELLERS

HOW DO WE MARKET YOUR BOAT?

With 3 California offices, 10 professional sales people, advertising in 5 or more West Coast publications, member of BUC International Listing Service, member of Ca. MLS, attendance in numerous boat shows, on site display slips and more. If you don't have your boat listed with us, WHY?

14025 PANAY WAY
MARINA DEL REY, CALIFORNIA 90292
FAX (310) 306-4801
(310) 306-1882

2323 SHELTER ISLAND DRIVE
SAN DIEGO, CALIFORNIA 92106
FAX (619) 224-9225
(619) 224-3277

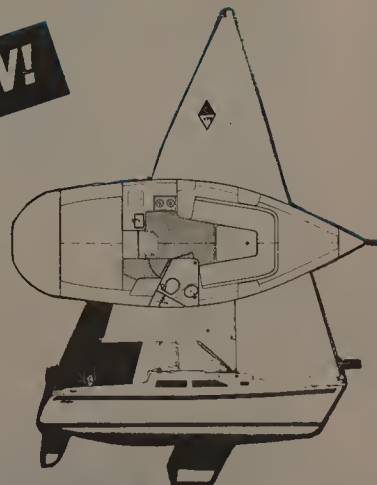
2099 GRAND STREET
ALAMEDA, CALIFORNIA 94501
FAX (510) 522-6198
(510) 521-1929

ACTIVE WEAR • SAILING LESSONS • CATALINA YACHTS • BROKERAGE BOATS • CATALINA YACHTS • HOBBIE CAT • MARINE EQUIPMENT • SANTA CRUZ 52 • CATALINA YACHTS • PASSENGERS FOR HIRE CHARTERS •

ACTIVE WEAR • SAILING LESSONS

Catalina 270

NEW!



Contact O'Neill Yachts about the new Catalina 270 and 320.

O'Neill Yachts, dealers for the full line of Catalina Yachts and Hobbie Cats.

BROKERAGE



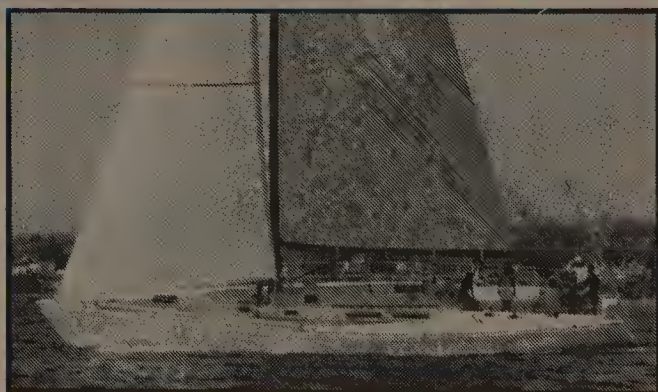
SANTA CRUZ 50. Super fast. \$179,000.



CREALOCK 37. Slip in Santa Cruz. Great cruiser's inventory. Ready for Mexico & beyond \$79,900.

16'	Hobbie, '86, w/trlr	\$2,595
18'	Hobbie, '79, w/trlr	\$1,495
24'	Tanzer 7.5 w/trailer	Reduced to \$9,900
24'	Columbia	\$4,500
25'	Cal, I/B dsl, 1 year Santa Cruz slip	\$10,900
30'	Ericson w/slip in Santa Cruz	\$13,500
37'	Crealock, '78, 1 year slip in Santa Cruz	\$79,900
50'	Santa Cruz	\$179,000

LIST YOUR BOAT WITH THE PROFESSIONALS AT O'NEILL YACHTS



CONTACT US FOR DETAILS ON THE NEW SANTA CRUZ 52

O'Neill Yachts - Providing Consistent Quality Boat Dealership for Monterey Bay



2222 EAST CLIFF DRIVE • SANTA CRUZ, CA 95062

(408) 476-5202

Fax (408) 476-5238

SANTA CRUZ 52 • HOBBIE CAT •

CATALINA YACHTS • HOBBIE CAT • MARINE EQUIPMENT • SANTA CRUZ 52 • CATALINA YACHTS

SAIL EXCHANGE

THE SAIL BROKERS

USED SAILS UP TO 70% OFF

OVER 2,000 MAINS, GENOAS AND SPINNAKERS ON OUR LIST!

407 FULLERTON AVE., NEWPORT BEACH, CA 92663

800-628-8152

A CUT ABOVE

At G. Gianola & sons, we make a point of keeping up with the latest technology in our industry.

LEXAN WINDOWS IN DODGERS • GORTEX THREAD • AQUA BATTING
HIGH RESILIENCY FOAM • CLOSED CELL FOAM

CUSTOM

Canvas

Interiors

Cushions

GIANOLA & SONS

Family Owned and Operated Since 1969

400 Harbor Drive, Sausalito (415) 332-3339

Now offering innerspring mattresses customized to your boat.

Free towjobs.

You get unlimited free towing to your port of preference with a Vessel Assist membership. And with 24 hour VHF radio monitoring, we'll know when you need help.

We have the most boats on the west coast, in every major harbor including the bay and delta. And membership quickly pays for itself with discounts at your local marine stores and fuel docks, competitive insurance by VAIS and much more.

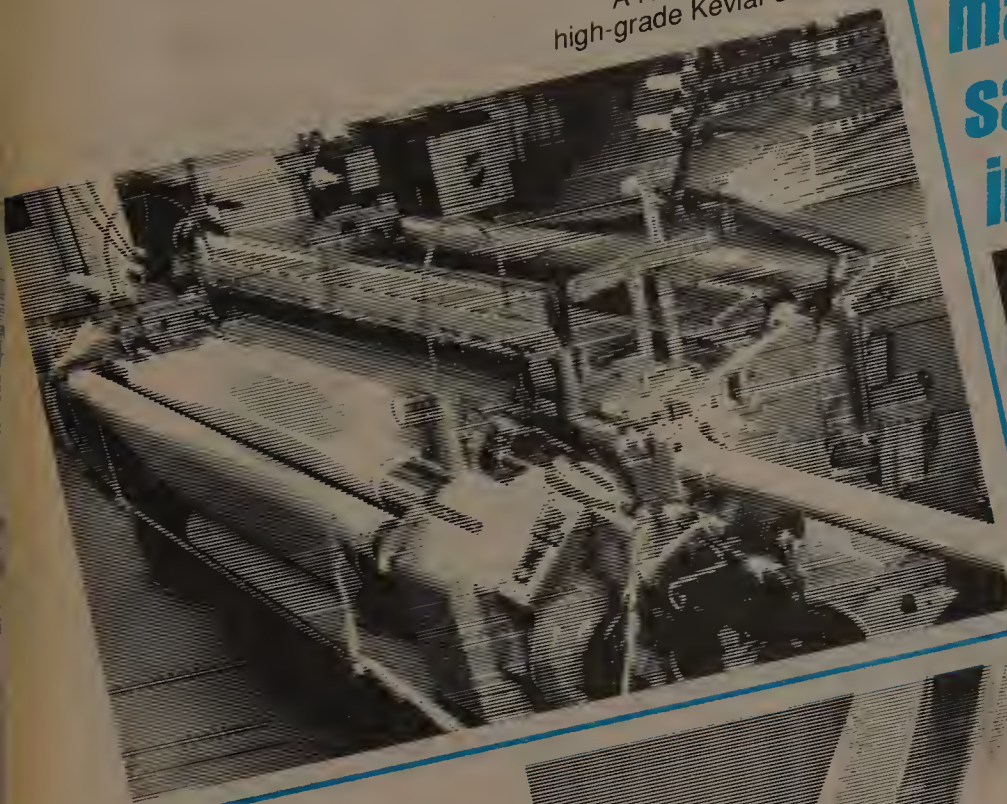
Join for only \$79. Get a boatload of free services. And never pay for a tow job again. Call 1-800-367-8222.

VESSEL ASSIST
ASSOCIATION OF AMERICA

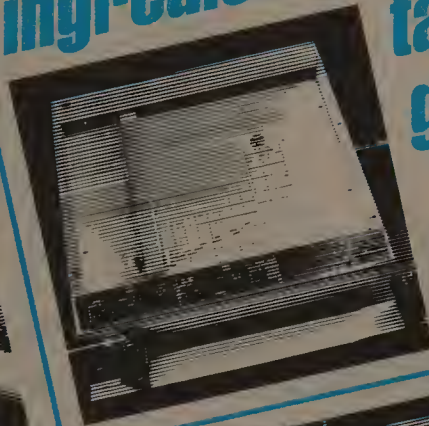
Membership is everything.

Page 8 • Latitude 38 • June, 1993

A North loom weaves high-grade Kevlar sailcloth.

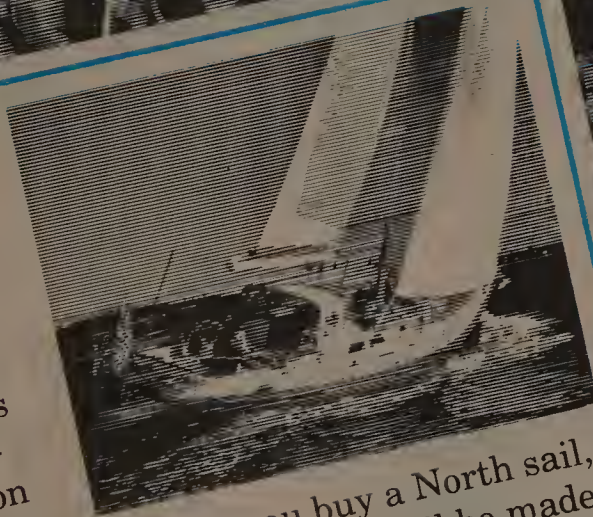


When you make the world's best sails, there is one ingredient you can't take for granted.



We test every roll of sailcloth using state-of-the-art technology.

When it comes to building sails, no ingredient is more critical than sailcloth. Lowell North realized this nearly 30 years ago.

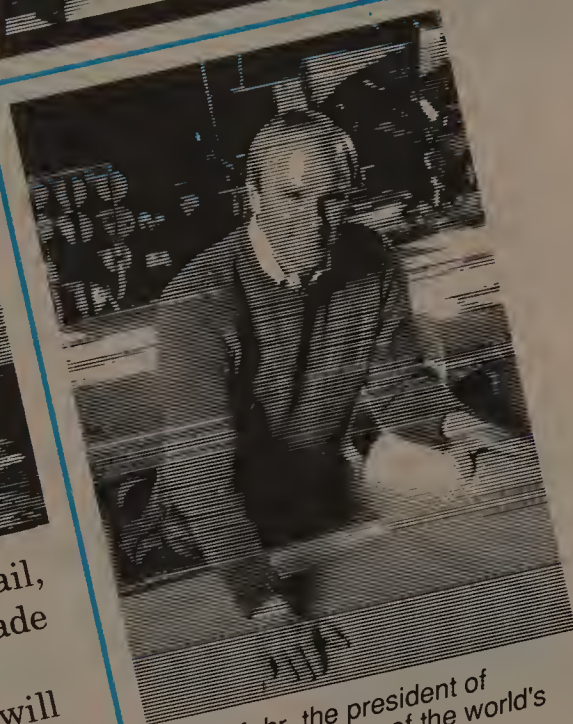


In the 1960's, North Sails pioneered many of the sailcloth testing and production standards that are still used by the industry today. In the 1970's, we developed the first successful Mylar and Kevlar cloths. And in the 1980's, we started making our own high-quality fabric.

Today, North Sails is one of the biggest, and most sophisticated, sailcloth manufacturers in the world. During the past few years, our Cloth Division has produced more than three million yards of cloth for all types of racing & cruising boats. We currently offer 70 styles of Dacron, Mylar and Kevlar fabrics.

When you buy a North sail, we guarantee it will be made with the best cloth in the world. Chances are this will be an exclusive North fabric. But when we don't make the cloth that's right for your particular needs, we buy the finest material available from other suppliers. So you get the best of both worlds.

As the world's leading sailmaker, we can't take anything for granted. That's why we produce our own cloth. It's one of many ingredients that make every North sail a little better than the competition.



Peter Mahr, the president of North Cloth, is one of the world's leading sailcloth engineers.



The fabric of success.

2415 Mariner Square
Alameda, CA 94501
(510) 522-5373
15221 Transistor Lane
Huntington Beach, CA 92649
(714) 898-1234
1111 Anchorage Lane
San Diego, CA 92106
(714) 224-2424



The RAYSTAR 100 GPS Sensor, shown above, is a component of the RAYSTAR 390 GPS. It can also be purchased separately to interface with other electronics.

For accurate navigation the world over, Raytheon has you covered.

GPS RAYSTAR 390: A high-performance GPS at a price you can afford.

With the waterproof RAYSTAR 390 GPS, you get all the high-tech features you need in a compact, super-reliable unit. Features include: a 5-channel fast multiplexing receiver; 300 waypoints with up to 10 routes; multiple chart datums; cross-track error indicator with steering guidance; NMEA output; man overboard function and more.

LORAN/GPS RAYNAV 575: This advanced Loran is GPS compatible.

Covering all loran chains, worldwide, the remarkable RAYNAV 575 provides accurate position data in lat/long and TDs; steering guidance; up to 300 waypoints; speed; course; time and distance to go; and anchor watch. When teamed with the RAYSTAR 100 GPS Sensor (pictured above), or the RAYSTAR 900 GPS Sensor, the RAYNAV 575 Loran gives you the ultimate in high-tech navigation

by becoming a full-function GPS at the touch of a button.

GPS SENSORS

RAYSTAR 900 and RAYSTAR 100:

All the function, none of the clutter.

Simply plug one of these units into any compatible loran, radar, fishfinder or plotter, and GPS data is instantly displayed.

Built to last.

Built to USCG waterproofing specifications, these units have passed every one of Raytheon's grueling tests for shock, vibration, temperature extremes and resistance to corrosion, and fungus.

Unmatched 2-year warranty.

RAYSTAR 390, RAYNAV 575, RAYSTAR 100 and RAYSTAR 900 each come with a two-year limited parts warranty with one-year free labor by Raytheon dealers and our worldwide service network in major ports everywhere.



Mail to: **RAYTHEON MARINE COMPANY** (CODE)
46 River Road
Hudson, NH 03051 USA

Please send more information on:

- ☐ RAYSTAR 390
- ☐ RAYSTAR 100
- ☐ RAYNAV 575
- ☐ RAYSTAR 900

NAME _____

ADDRESS _____

TELEPHONE _____

BOAT SIZE _____ TYPE _____

RAYTHEON MARINE COMPANY
46 River Road, Hudson, NH 03051 USA
TEL: 603 881-5200
FAX: 603 881-4756
TELEX: 681-7529

No one covers the world of navigation like Raytheon.

Raytheon

1070 Marina Village
Parkway, Suite 100
Alameda, CA 94501

BILL GORMAN YACHTS



(510) 865-6151

FAX (510) 865-1220

FEATURING:
THE BEST MAINTAINED USED
CRUISING BOATS

Sales: Jack Meagher
Adam Sadeq

• OPEN BOAT WEEKEND •

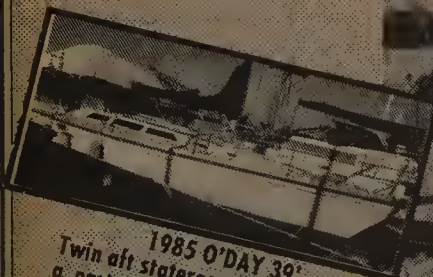
(The way to buy and sell used boats in the '90s)

June 12 & 13

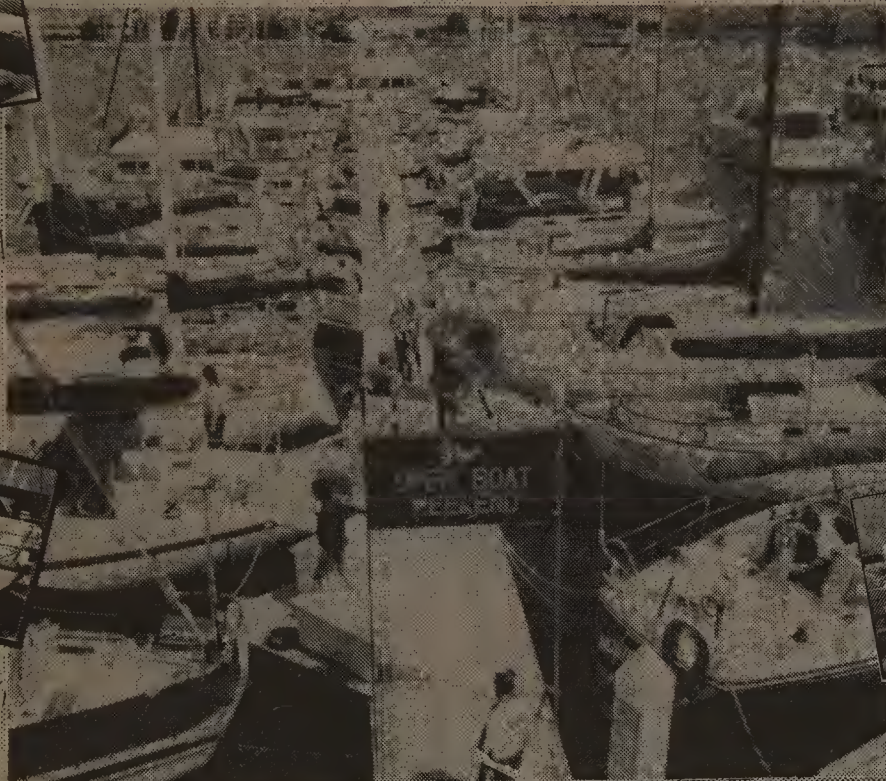
(weather permitting)



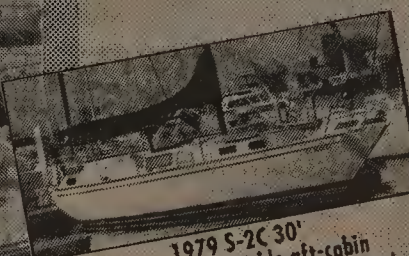
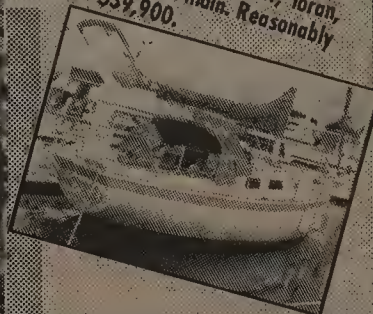
1990 JEANNEAU 44 SUN ODYSSEY
From the stair-step stern to the GPS, this late model cruiser just beckons you to hurry up and "...let's go sailing". Fun for 2 couples on the Bay or south to Mexico. Check it out! Asking \$179,500.



1985 O'DAY 39'
Twin aft staterooms are perfect for a partnership. The room inside is perfect for a family. The ease of handling is perfect for the sailor. With an epoxied bottom and a recent survey, this one is perfect for you! And, for only \$76,500.



1983 ALOHA 32'
The Canadian quality comes through in this strong, well built cruiser. Done in the style of C&C Landfalls and Niagaras, she includes refer, loran, and fully battened main. Reasonably priced at \$39,900.



1979 S-2C 30'
A very comfortable aft-cabin liveaboard sloop, vastly improved by the current owners. Reasonably well equipped and only asking \$35,000. A big thirty footer!

BAY & COASTAL CRUISERS

• 36' ISLANDER	31,000
• 36' ISLANDER	34,950
• 33' HUNTER	26,500
• 32' ALOHA	39,900
• 32' O'DAY 322	45,900
• 32' ALBIN MS	37,000
• 32' ERICSON 200	62,000
• 30' S-2 AFT-CABIN	31,900
• 30' C&C	27,900
• 28' ISLANDER	27,900

• At our sales dock or in-harbor

~ OPEN LETTER TO THE BOATING COMMUNITY ~

A recent *Chronicle* article says that the Boating Industry is "...on the Rocks", that it's a Buyer's market.

Don't You Believe It!!!

Sure...we're not selling boats like the '70s. But...Buyers are NOT stealing them anymore, as some would have you believe. Our experience has been that well maintained, reasonably priced boats SELL...and sell pretty close to asking prices if marketed properly. So...if you have worked hard to maintain your boat, and you want to sell it...DON'T GIVE IT AWAY, just because some doomsdayer says the sky is falling. It ain't!

And... We can prove it!

LIVEABOARD CRUISERS

• 50' MIKELSON PH	258,000
• 46' CAL 2-46	119,000
• 45' LIBERTY 458	189,000
• 44' NORDIC	144,900
• 44' JEANNEAU ODYSSEY	179,500
• 41' MOODY CC	79,500
• 39' O'DAY	72,500
• 37' ENDEAVOUR	59,500
• 33' FREEDOM CAT KETCH	62,500



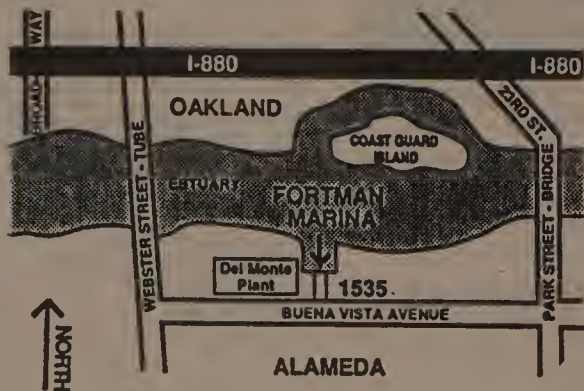
**OVER 500 BERTHS
UP TO 60 FEET**

- OPEN & COVERED BERTHS •
- FROM \$4.95 FT. •
- GENERAL STORE •
- NIGHTTIME SECURITY •

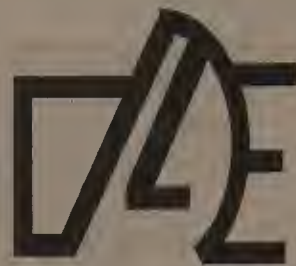
HOME OF ALAMEDA YACHT CLUB

**Ask about our 25%
discount on berths up to 32'!**
Pay your regular monthly
berthing rent for six
consecutive months and get
**the seventh & eighth months
FREE!**

(Subject to availability. Deposits required.
New berthers only. Offer good until 6-30-93.)



(510) 522-9080
1535 BUENA VISTA AVENUE
ALAMEDA, CA 94501



**LEADING
EDGE
SAILS**

FULL SERVICE LOFT ON THE PENINSULA

QUICKEST TURNAROUND ON REPAIRS

**OFFERING THE FINEST IN
CUSTOM RACING AND CRUISING SAILS**

(415) 347-0795

Across Hwy 101 from Coyote Point
**1125 North Amphlett Blvd.,
San Mateo, CA 94401**

THE SAILING CONNECTION ASA School, Charter Co., Sailing Club

Learn on 27' to 43' Boats, including new Beneteau 310s
Novice & experienced sailors alike have fun sailing with TSC



LEARN TO SAIL WEEK - make learning to sail a vacation
WOMAN'S PROGRAMS - Women instructors make a difference
BAREBOAT CHARTER - 3 days, includes offshore weekend
ADV. COASTAL CRUISING - out the gate, turn left, 6 days

**Come join us for a Wed. nite sail at
THE SAILING CONNECTION**

Open everyday 9:30 a.m. to 5:00 p.m.

(510) 236-2633

Fax (510) 234-0118

Passage office, 1220 Brickyard Cove Rd., Pt. Richmond, CA 94801



"Everyone Needs a Bigger Boat"

KENSINGTON YACHT & SHIP BROKERS

EAST BAY
Fortman Marina,
1535 Buena Vista, Alameda
(510) 865-1777

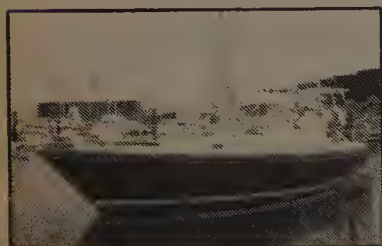
TWO
CONVENIENT
LOCATIONS

WEST BAY
475 Gate 5 Road, Sausalito
(415) 332-1707

45' BENETEAU 456,
1985.
Six sails and a ton of
electronics for
cruising
or racing.
Asking \$149,000.



48' AMEL
(French) Ketch, 1985.
One of the world's
top quality yachts.
Custom built for
passage making in
safety, luxury &
comfort.
Asking \$205,000.



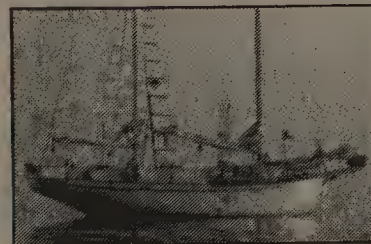
35' BRISTOL, 1981.
Exceptionally clean, 6 sails.
Asking \$49,900.



*Buyers & Sellers ~
We reach a
worldwide market.*



**FREE BERTHING AVAILABLE
AT OUR ALAMEDA SALES DOCK**



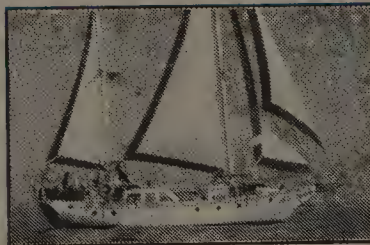
57' RASMUSSEN, 1925 Ketch.
Classic yacht in every sense. Diesel
power, WWII veteran.
Asking \$68,000.



45' LAPWORTH, 1956
An excellent example of
classic wooden design.
Asking \$39,000.



51' PASSPORT, 1984.
Asking \$289,000.



FORCE 50
Hardin design, spacious,
warm interior. Full electronics -
offshore ready. 2 from \$139,500.



LANCER 30, 1981
Clean, well equipped.
A bargain at \$19,500/offer.

SELECTED SAILBOAT BROKERAGE

ASKING
26' ERICSON, '88 dsl 27,900
32' BENETEAU, '81 39,500
32' PEARSON 323, '78 32,000

ASKING
37' TAYANA CUTTER, '78 69,000
36' CHEOY LEE PEDRICK, '85 69,000
37' STEEL SWEDISH KETCH, '68 55,000
38' HINCKLEY, '70 95,000/offers

ASKING
40' PEARSON (C-Board), '79 74,900
41' MORGAN O/I 69,000
50' FORCE 50, '73 149,000

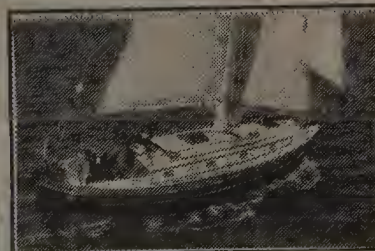


36' JEANNEAU, 1983. Castro design
(means quality, performance & style).
Asking \$59,900.

**SPACE
RESERVED
FOR YOUR
YACHT!**



39' C&C CUTTER, 1973
Upgraded & loaded for long distance
cruising. Asking \$87,500.



TAYANA 37 CUTTER, 1978
\$69,000

SVENDSEN'S

DISCOUNT MARINE SUPPLIES

NEW
from

RAILRIDERS



- Waterproof, padded sailing shorts. These shorts have all kinds of great features... including a padded seat! **Only \$42.95.**

- Also from RailRiders: Weather pants. Comfortable and quick drying, reinforced seat & knees. **Only \$55.95.**

- "Too Tough" trunks. Baggie style shorts with reinforced seat. **Only \$24.95.**

Keep your summer maintenance chores at a minimum with these new products!

INTRODUCING...



Restores marine fiberglass with new shine, protection and beauty without waxing or buffing!
Restores faded color and provides protection for up to 2 years!
Only \$39.95 per qt.

NEW from Advanced Polishing Products

ULTRA SHIELD II

Marine Varnish Protectant

Extends the life of your varnish by 50%!
Saves you time and money...

ONLY \$14.40

Hobie Sunglasses



• New styles in stock now •

**20%
OFF
LIST**

CHANDLERY
(510) 521-8454

OPEN TO SERVE YOU
M-F 8-5:30 SAT 8-5 SUN 9-4

1851 CLEMENT
AVENUE
ALAMEDA, CA
94501



CALENDAR

Nonrace

June 4 — Howl at the full moon; moon anyone that howls.

June 5 — "Cape Horn: The Beauty and the Fury," a one-hour ESPN broadcast featuring Gary Jobson, Peter Isler and Skip Novak. Gather around the electronic hearth at 3 p.m.

June 5 — Oakland YC's first-ever Nautical Flea Market, 8 a.m. to 3 p.m.; refreshments and lunch will be available. Barbara, (510) 846-2451, or Dave, (510) 531-3390.

June 5 — "Discover Sailing Day," a benefit to raise money for the Argonauts Youth Lifeskills Project. Get a one hour introductory sail boat ride for \$15 at any of the eight sailing schools comprising SAIL (Sailing Advancement Information League). See Sightings for more info, or call 1-800-345-7245 for the names, locations and phone numbers of participating schools.

June 5 — North Bay Boating Festival, 10 a.m. to 4 p.m. at the Vallejo Ferry Pier. USCG 82-foot cutter open house, boat rides, water parades, helicopters, live bands, continuous entertainment! Charles Lundquist, (510) 602-6418 (w) or (707) 644-7929 (h).

June 5, 1988 — 34-year-old Australian singlehander Kay Cottee sailed into Sydney aboard her 38-footer *Blackmores First Lady* after 189 days and 25,000 miles at sea. She was the first — and only, we think — woman to accomplish a nonstop, unassisted solo circumnavigation.

June 5-6 — Ericson 27 Cruise to Aquatic Park. 960-3639.

June 6-12 — National Safe Boating Week.

June 7, 1978 — Naomi James, a Kiwi-born resident of England returned home in her 53-footer *Express Crusader* to become the first woman to sail around the world alone, with stops only in Cape Town and the Falkland Islands.

June 12 — Hans Christian Owners Association general meeting at Grand Marina, Alameda; 10:30 a.m.; Joe or Sandy Tynik, (510) 523-0775.

June 12 — Santana 22 barbecue and gear sale; 5 p.m. at Richmond YC; overnight berthing available. Non-members are encouraged to come check out the largest, friendliest Bay Area on design fleet. Info, (510) 525-9024.

June 12 — 'Tropical Beach Picnic' on the island in the middle of Frank's Tract, hosted by Andreas Cove YC, 11 a.m. to 4 p.m. More food and cocktails at the ACYC Clubhouse afterwards. Details, (916) 558-0424.

June 18 — "Treasure!", a slide-illustrated lecture by local historian Bob Lindemann. Relive the hunt for and salvage of the *Atocha*, the Spanish galleon which yielded \$400 million after 367 years on the bottom. Encinal YC; 8 p.m. (optional dinner at 7 p.m.) free. EYC, (510) 522-3272.

June 19 — West Marine Seminar Series presents John Koliou, reigning IOR 50-foot class champion. Bring your questions! Admission \$5, seating is limited; 7 p.m. at the Sausalito WMP. Show is repeated at 7:30 p.m. on June 21 (Palo Alto store), June 22 (Santa Cruz) and June 23 (Oakland). Call the West Marine nearest you for more information.

June 20 — Father's Day. Take the old man sailing!

June 21 — First day of summer. Go sailing again!

June 25-27 — The 1993 Wooden Boat Show in Newport, Rhode Island. Knock on wood! Info, 1-800-225-5205.

June 26 — Master Mariner Annual Meeting at Ayala Cove. Date Drath, 851-7601.

June 27 — Ice Cream Social at Lake Elizabeth in Fremont, in conjunction with the Bull and Belle Regatta. Help the Fremont Sailing Club celebrate its 25th anniversary. Joe Davis, (510) 651-6270.

June 30-July 4 — Tallship *Concordia*, a 188-foot Canadian barkentine, will be open to the public at the Bay Model in Sausalito. 1-4 p.m. on weekdays, 12-5 p.m. on weekends. Free and fun! Bay Model Visitor Center, 332-3871.

July 4 — View the fireworks from on board *Concordia*. Boarding from Bay Model at 6 p.m.; \$35 donation includes box supper.

SPINNAKER SAILING

San Francisco's Sailing Center
(415) 543-7333
Lessons • Rentals • Charters • Sailing Club
Home of "The Brigantine RENDEZVOUS"

NEW
HOME OF

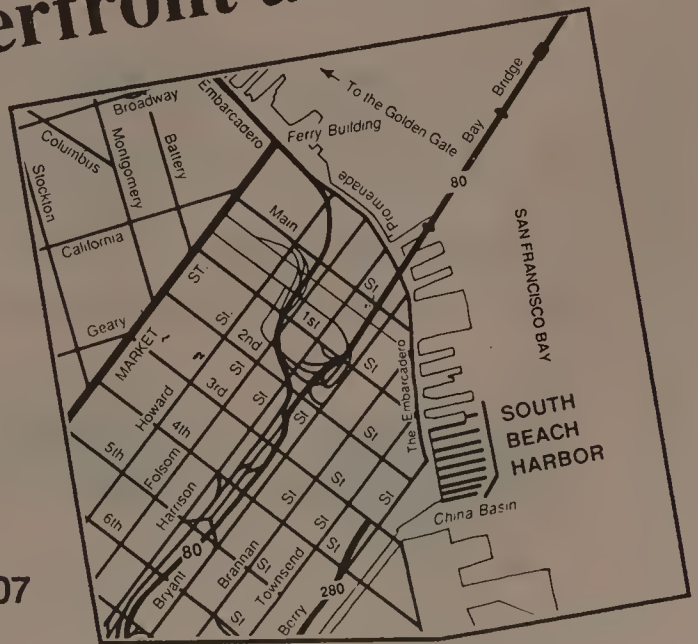
SUPERIOR
YACHT
SALES

Pier 40, South Beach Harbor
San Francisco, California 94107
(415) 543-2650

South Beach Harbor on the San Francisco waterfront at Pier 40

- Ideal sailing weather
- Walk to downtown, cable cars & Bart
- 500' guest dock, visitors welcome
- Showers, restaurants, dock carts, ice
- No surge, concrete docks, phone hook-ups
- 24 hour security, locked gates
- Secure permit parking for berth renters

The Embarcadero at Pier 40, San Francisco, CA 94107
Harbor Master: (415) 495-4911



Why Do Serious Ocean Racers Choose ALPHA PILOTS?

Because For Over 20 Years ALPHA PILOTS Have Delivered The High Performance, Reliability, And Low Power Consumption These Competitors Demand!

Bill Stange - Olson 30 "I sailed my Olson 30 'Intense' in the single handed TRANSPAC San Francisco to Hawaii race using an Alpha 3000. I was able to set a new record of 11 1/2 days beating the previous record by 1 1/2 days. The Alpha pilot was critical to my success. I have used other self steering systems but nothing offers the speed or performance of the Alpha pilot."

Dan Byrne - Valiant 40 "I am happy to report to you that the Alpha Autopilot performed flawlessly for the entire BOC round the World Race. I am in awe of your device. It functioned continuously for thousands of miles without faltering, with barely discernible power drain and with sufficient muscle to handle Fantasy in gales of 60 knots gusting to 70."

Hal Roth - Santa Cruz 50 "My Alpha auto-pilot steered eighty percent of the time during my 27,597 mile BOC Round the World Race. The Alpha pilot was excellent in light following winds and the Alpha was also good in heavy weather and steered my ultra light Santa Cruz 50 on the day I logged 240 miles under three reefs and a small headsail. Just past Cape Horn I got into a severe gale and nasty tidal overfalls: again the Alpha saw me through that terrible day. Like Dan Byrne in an earlier race, I stand in awe of the performance of your autopilot. Not only were it's operation and dependability flawless, but the power demands were minimal."



A World Class Product Built In The U.S.A.

Alpha Marine Systems Inc. 996 Hanson Court Milpitas, CA 95035 (800) 257-4225 (408) 945-1155 FAX: (408) 945-1157

de Witt

A Great Gift Idea!

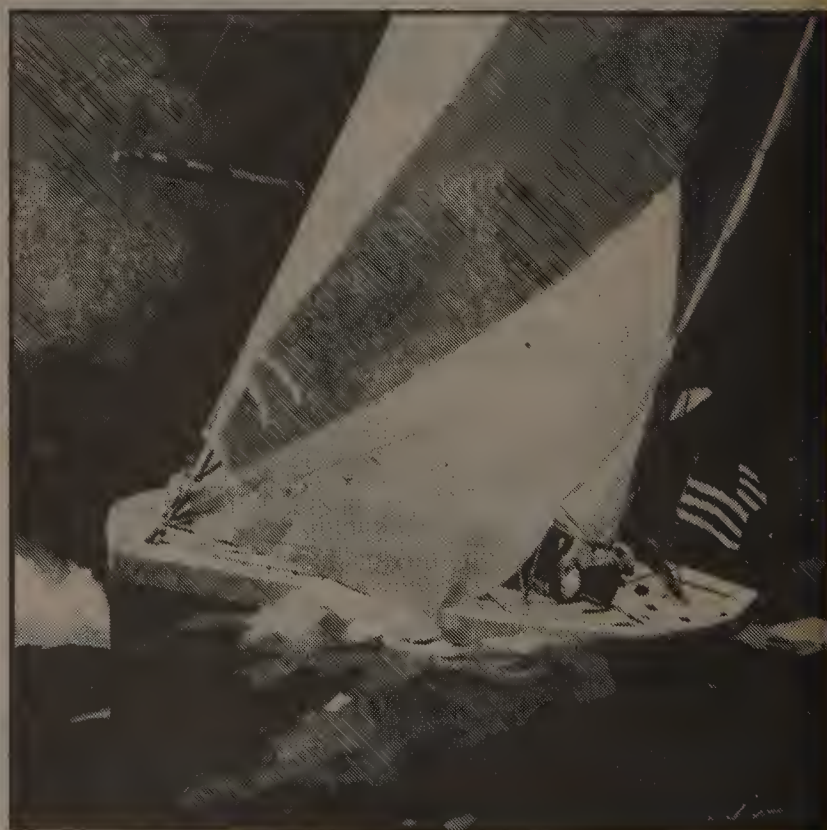
COMMISSION A DE WITT PAINTING

Especially of you, your boat,
your favorite people and places.

Jim DeWitt's Art Studio at:

(510) 232-4291

1230 Brickyard Cove Road
Point Richmond, CA 94801





First New England

A UNIT OF GE Capital

"For boat loans, call First New England first!"

*Before you look for your next yacht, call on the experts that
have over fifty years of financing and yachting experience.*

Northern California

Bill Kinstler
Area Manager

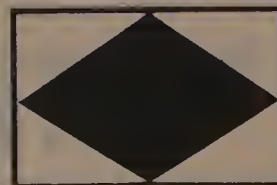
(510) 614-0567 • (800) 233-6542

Southern California

Jeff Long
Area Manager

Carolee Snow
Area Manager

(714) 752-0919 • (800) 233-6542



MELGES 24

Anyway you look at it... the **fastest**, easiest sailing boat of its size.



**STATE
OF THE
ART
ONE
DESIGN**

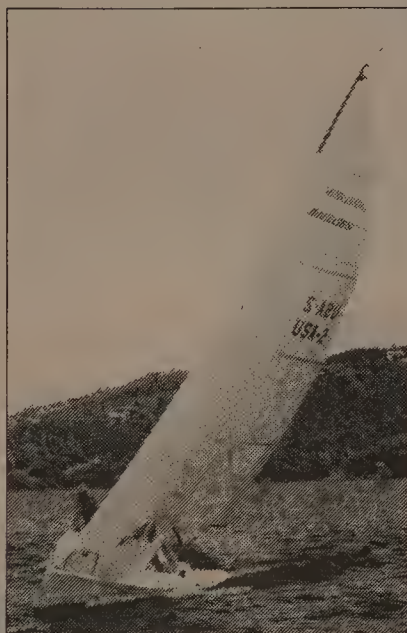


Photo by Roger Hakeman

*We invite you to take a look and take
a sail anytime ~ your place or ours.*

**JOIN US AT THE
DITCH RUN
WHISKEYTOWN
TRANS TAHOE**



**FASTEST • EASIEST TO TOW
RAMP LAUNCH & RETRIEVE**

*For an introductory sail
in Northern California & Nevada call...*

Boats For Sail

AUTHORIZED DEALER

(707) 277-SAIL

1-800-378-SAIL

CALENDAR

proceeds benefit the Sausalito Tallships Society. RSVP, 332-1727

July 1-4 — Hans Christian Owners Association Cruise Monterey Bay. Kevin Alston, (510) 655-2977.

July 16-18 — 11th Annual Catalina Yachts National Rendezvous at Isthmus Cove on Catalina Island. Over 120 yachts are expected. Seminars, fun, games, prizes! Mark Wilson, (818) 884-7700.

Racing

May 28 — Santa Cruz to Santa Barbara Race, the revived 215 mile coastal classic. Santa Cruz YC, (408) 425-0690.

May 29-31 — Corlett Ocean Race, hosted by IYC and HMBYC. Kenn Lewis, (510) 426-7860, or Don Lessley, 765-3580.

May 29-31 — St. Francis YC Memorial Day Regatta. One design racing on the Cityfront and the Berkeley Circle. Invited classes are Express 27s-37s, Folkboats, J/24-29-35-105s, Knarrrs, Santana 35 and 11:Metres. Proceeds of T-shirt sales and raffle will benefit San Francisco Sailing Foundation. StFYC, 563-6363.

May 29-31 — Bay Area Multihull Association (BAMA) Arthur Piver Memorial Day Cruise. Three days of fun at Corinthian YC including speed trials and the dubious-sounding "Arthur Piver Look Alike Contest." Gary Helms, 865-2511.

May 29 — Master Mariners Regatta. The main event for the vintage varnish crowd; noon start off the Cityfront; blowout party at Encinal YC afterwards. Dan Drath, 851-7601.

June 5-6 — I-14 & 505 Regatta. St. Francis YC, 563-6363.

June 5-6 — Etchells racing on the Circle. Corinthian YC will fire the guns for the four-race series. Patrick Adams, 332-5757.

June 11, 1906 — The first TransPac began at noon off the San Pedro breakwater (it was supposed to start from San Francisco, but there was a small problem in April of that year that closed the town down for awhile). Only three boats started, and pretty casually at that. *La Poloma*, a 48-foot schooner, 'nailed' the start ten minutes after the gun went off. *Lurline*, Harry Sinclair's 86-foot schooner, started five minutes later, followed by the 112-foot yawl *Anemone* another five minutes back. *Lurline* won the race in a quite respectable 12 days and 10 hours — in fact, only two boats made it to Hawaii faster in the 12 races that took place before World War II.

June 11-13 — 14th Annual Long Beach Race Week(end). Long Beach YC, (310) 598-9401.

June 12 — Third Annual Delta Ditch Run, a delightful run through San Pablo Bay, Suisun Bay and the San Joaquin River. Stockton Sailing Club and Richmond YC; John Dukat, (510) 522-1396.

June 12 — San Francisco YC's Farallones Race, the classic Northern California ocean competition. YRA, 771-9500.

June 12-13 — 12th Annual Go For the Gold Regatta, including the Lido 14 NorCal Championship. Held on Scott's Flat Lake near Nevada City; Bill Charron, (510) 490-1147.

June 18-19 — 21st Annual Stockton South Tower Race. Race Friday, party Saturday, recover Sunday. Stockton Sailing Club, (209) 951-5600.

June 18-20 — StFYC Woody Invitational. Info, 563-6363.

June 19 — Midnight Moonlight Maritime Marathon. The classic mini-night race from Raccoon Straits to the Carquinez Bridge and back. Sharpen your night-fighting skills before the coastal races! San Francisco YC; Bob Christensen, 456-1958.

June 19 — South Bay YRA Race #3, hosted by Sierra Point YC. Mike Dixon, (510) 635-5878.

June 19-20 — Clear Lake Regatta for all SBRA boats. Be sure to check out the Melges 24 while you're up there! Vince Casalain, (510) 642-5846.

June 25-27 — 9th Annual Trimble Navigation/North Sails Race Week(end) in Long Beach. NorCal boats in attendance will include *Bullseye*, *Bang* and *Swiftsure*. Bruce Golison, (310) 438-1166.

June 26 — SSS In the Bay Race. Pat Zajac, (510) 232-9965.



HIDDEN HARBOR MARINA

A LITTLE PEACE IN THE MIDDLE OF IT ALL:
110 SLIPS FOR SAILBOATS ONLY
IN THE DELTA AT THE MOUTH OF
STEAM BOAT SLOUGH.
GREAT SAILING TOOL
(916) 775-1313

SPECIAL 20% OFF PAINT

SAN FRANCISCO'S FULL SERVICE YARD & CHANDLERY
30 & 40 TON TRAVELIFTS



Open
Weekdays
8-5



Open
Saturdays
9-4

835 China Basin Street • San Francisco
Foot of Mariposa Street • Jock MacLean ~ Yard Manager
(415) 626-3275

WE SPRAY AULGRIP



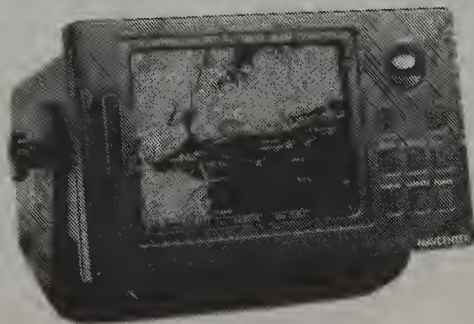
"Tedrick-Higbee says we're covered."

TEDRICK-HIGBEE
INSURANCE SERVICE

*The name to remember
for insurance.*

800-647-2025

MANUFACTURER'S SPECIAL from Autohelm®



THE ULTIMATE CHART PLOTTER

Navcenter enables you to plan and explore a route on its display screen, then track your boat's progress across the chart using position data supplied by a Loran or GPS receiver.

With the Navcenter, chart plotting is only the beginning: you can also use it to coll up a wealth of real-time and historical information. A push of the SeaTalk button produces an on-screen report of 14 key performance parameters derived from your SeaTalk instrument network; everything from boat speed, heading and depth to computed information such as VMG, tidal vector and course made good.

NAVCENTER \$1395

Add: "BLACK BOX" GPS SYSTEM \$775

MODEL 4000 WHEELPILOT



**SPECIAL
\$895**

- for boats up to 40'
- GPS interface standard

ST 30 & 50 INSTRUMENTS



SPEED/LOG



DEPTH



BIDATA

**40%
OFF**

Simple to use and easy to install.

SALES • SERVICE • INSTALLATION



Maritime Electronics

~ Quality Gear at Competitive Prices ~

(415) 332-5086 • FAX (415) 332-6344

**300 Harbor Dr.,
Sausalito, CA
94965**

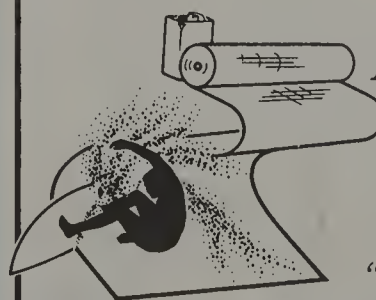
**'WHATEVER
KIND
OF BOAT
YOU WANT,
WE'LL
KEEP THE
FINANCING
SIMPLE.'**



Ganis Corporation

A New Leader in Marine Finance

1070 Marina Village Pkwy., Suite 207, Alameda, CA 94501
(510) 521-5023 Fax (510) 521-5024



MONTEREY BAY FIBERGLASS

"ITCHING FOR FUN"

Wholesale

Retail

no minimum order

**Complete line of reinforced
plastic materials**

- Resin
- Epoxy's
- Mat. Roving. Cloth

SYSTEM 1

**Distributor for "Clark" surfboard blanks and
sheet foam. Experienced consulting in all
phases of reinforced plastics.**

**SERVING ALL YOUR NEEDS FROM OUR NEW
EXPANDED FACILITIES:**

**1037 17th Avenue
Santa Cruz, CA 95062
(408) 476-7464**

**314 West Depot
Bingen, WA 98605
(509) 493-3464**

PACIFIC COAST CANVAS

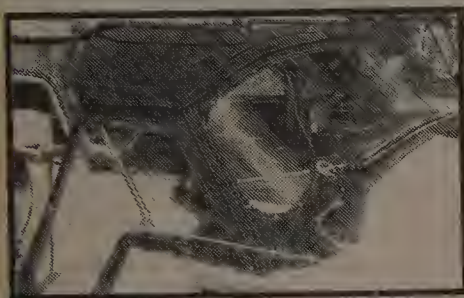


2025 CLEMENT AVENUE
ALAMEDA, CA 94501
(510) 521-1829

DODGERS

Over the years our designers and craftsmen have developed the finest dodgers available, each customized to fit an owner's needs and designed to blend with the individual boat. Built with stainless steel and the finest materials, options include:

- Window covers
- Zip-off fronts
- Side and aft handrails
- Aft sunshades
- Custom design



CUSTOM PRODUCTS

The creative abilities at Pacific Coast Canvas are limitless. We have assisted in the design and construction of thousands of prototype items featuring all types of covers. Additionally we offer unique products designed and built for the most discriminating customer's requirements.

We have been serving the Bay Area since 1983 and have the experience and capabilities to handle any size product from the concept and design to the finished product and installation.

We are a one-stop shop and are able to provide all your canvas and upholstery needs.

1983-1993
Quality • Service • Design
~ Tenth Anniversary ~

CUSHIONS

Our complete upholstery shop can provide our customers with the finest in cushions craftsmanship and design. Our products are custom-designed for your boat using the latest in patterns, colors and materials. Our staff can handle any job from new cushions to restorations using the same fabric and designs as the original. We have upholstered every kind of craft from small ski boats to giant America's Cup Sailing Yachts.



SUMMER OF '92 ~ LEARN TO SAIL

BOYS & GIRLS ~ AGES 11-17

- Courses for Beginners (4 Sessions)
- Intermediate Sailing (5 Sessions)
- Advanced Sailing (5 Sessions)

Commencing June 21st through August 20th
Mon.-Fri. 9 a.m.-4 p.m.

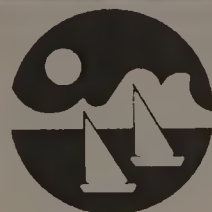
CALL

415 • 332 • 7400

Leave Detailed Message

Sausalito Yacht Club

P.O. Box 267
Sausalito, California 94966



*Oyster Cove
Marina*

ONE MONTH FREE RENT

with 6 month lease, new berthers,
30' slips only

Call for Details

**Berthing at Oyster Cove Marina makes
boating easier, more convenient
and more enjoyable**

- Berths 30-ft to 60 ft • Double Finger Concrete Slips
- Water, Electricity and Telephone • 24 Hour Security Patrol
- Heated Dressing Rooms and Showers • Laundry Room
- 7 Day Harbormaster Office • Complimentary Ice • Cable TV

LIVEBOARD BERTHS AVAILABLE
(Limited Number)

**385 OYSTER POINT BOULEVARD #8A
SOUTH SAN FRANCISCO
(415) 952-5540**



**EDINGER MARINE
SERVICE**

**NEW DEALER
FOR**



**CATERPILLAR
MARINE ENGINES**

SERVICE!!

**OUR TRUCKS
COVER THE BAY**
Cellular dispatched.

- Refrigeration
- Engines
- Electrical
- Air Conditioning
- Watermakers

*We service all
makes of equipment.*



STATE OF THE ART
INVERTERS



AIR CONDITIONING



Sea Recovery™
WATERMAKERS 8-60 GPH



12V WATERMAKER



mtu
A division of
Mercedes Benz
PROPULSION
SYSTEMS

EDINGER MARINE SERVICE

SAUSALITO

399 Harbor Dr., 94966
(415) 332-3780

ALAMEDA

In Grand Marina Boat Yard
(510) 522-4677

CALENDAR

June 26 — Entry deadline and mandatory skippers' meeting for the Encinal/Santa Barbara Race. Meeting is at 6 p.m., followed by "the mother of all race kick-off parties." Encinal YC; (510) 522-3272.

June 26-27 — Ericson 27 Regional Regatta at Ballena Bay. Bill Lewis, 960-3639.

June 27 — Bull & Belle, an El Toro relay race sponsored by Fremont Sailing Club. Gwen Locke, (510) 846-9136.



The J/44 'Phantom' chutins' the Cityfront.

June 30-July 3 — 37th TransPac. Around 40 boats will leave over a four day period. Northern California participants are *Gone With the Wind*, *Kingfish*, *Mirage* and *Merlin*. TransPac YC; Fin Beven, (818) 795-3282, ext. 111.

July 2 — OYC/ElkYC Boreas Race: San Francisco to Moss Landing. Includes a motoring division for the first time! Toby Hickman, (408) 722-2995.

July 3 — Encinal/Santa Barbara Coastal Cup; 2 p.m. off Bakers Beach. Encinal YC; Shirley Temming, (510) 521-0966.

July 4 — 15th Annual Catalina Race. MYCO, (510) 893-MYCO.

July 4 — Freedom Cup: San Diego to Guadalupe Island and back. A 500-mile ocean race for traditionally-built boats designed prior to 1968. Ancient Mariners Sailing Society, (619) 287-9066.

July 5-7 — Area G Junior Semi-Finals: Sears (Moore 24), Bemis (Laser II) and Smythe (Laser) competition at locations to be determined. Winners will advance to the finals in Houston in August. Patrick Andreasen, 563-6363.

July 16-18 — Santana 22 Nationals on Huntington Lake. Erik Menzel, (510) 525-9024.

July 17 — Plastic Classic. Bay View Boat Club, 495-9500.

July 17-18 — Lipton (IMS), Little Lipton (J/24) and Larry Knight (PHRF 96-150) trophies, aka the PICYA Championships. Pretty much the same as last year. Tom Allen, 474-7474.

July 24 — Silver Eagle Race. Island YC, (510) 521-2980.

July 24-25 — Mallory (Etchells) and Adams Cup (J/24s) Area G Eliminations at San Francisco YC. Chris Anderson, 435-2940.

July 24-25 — Third Annual Scott Rovanner Youth Sailing Regatta, co-sponsored by Encinal YC and SBRA. Five Estuary races for three skill levels (two classes of El Toros, one of Lasers). Vince Casalaina, (510) 841-8524.

July 24 — Singlehanded Sailing Society South Beach Fun Race. Pat Zajac, (510) 232-9965.

July 27-31 — Cal 20 North Americans at Richmond YC. Peter Fowler, (510) 658-8192.

July 31 — San Leandro Centennial Perpetual Regatta, hosted by SLYC. Call 'Gomer Crabcrusher' at (510) 889-8246 for details.

July 31-Aug. 1 — Second Half Opener. One time entries by non-YRA members are encouraged. What have you got to lose (except the race, the respect of your peers and every last shred of your dignity)?

July 31-Aug. 6 — El Toro North Americans in Richardson Bay. San Francisco YC, 435-9133.

Cityachts

San Francisco's Yacht Broker Since 1969

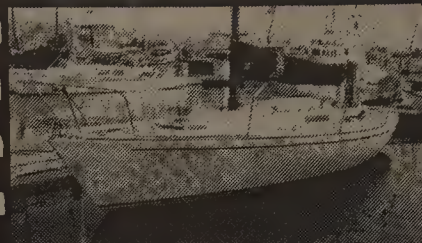
Dear Bill,
Sorry your economic package didn't fly. How's Hillary's new Health Proposal coming? Listen I think we've got something for both of you. Boat prices couldn't be better and our inventory is growing everyday. And healthy - what could be healthier than taking your family boating on San Francisco Bay? Family values, good economic sense, and healthy environment - sounds like campaign promises fulfilled if you ask me. Let's talk.

SAIL	POWER
29' J-Boat	25' Skipjack
32' Westsail	28' Carver
35' Santana	35' Bertram
36' Santana	37' Hatteras
36' Isl. Freeport	38' Mathews Classic
37' Express	38' Sunbridge
37' Valiant Esprit	41' Chris Craft
37' Swan	42' Grand Banks
38' Baltic	44' BestWays
38' Hans Christian	45' Chris Craft
39' C & C	47' Ponderosa
39' Swan	47' Nordic
40' C & C	48' Albin Trawler
40' Cheoy Lee	49' DeFever
40' Challenger	53' Hatteras
40' Frers	55' Chris Craft
41' Sceptre (NEW)	57' Burger MY
41' Swan	60' Burger
44' Swan	
44' Swan	
46' Frers	
46' Cal 2-46	
46' Island Trader	
48' Amel	
51' Swan	
53' Swan	
53' Swan	
59' Hinkley Sou'West	
61' Swan	
63' Cheoy Lee	
65' Swan 651	
84' Custom Sloop	

Regards,

HANS CHRISTIAN 38
Gregory's Girl
Beautiful Classic.

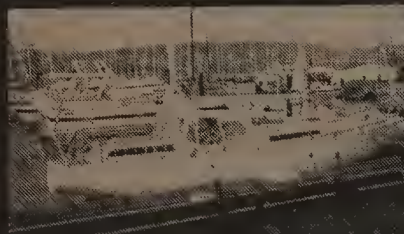
63' CHEOY LEE
Lady Sampoerna
Classic luxury yacht.



J/29 Power Play (sistership)
Ready to cruise or race.



CAL 34 Slow Boat (sistership)
Great buy. At our docks.



48' AMEL Solution
Incredibly equipped.



45' CHRIS CRAFT
With prime San Francisco berth.



42' GOLDEN WAVE
Exceptionally clean. At our dock.



32' WESTSAIL Voyager
Proven Bluewater Passagemaker.



SAN DIEGO CRUISER'S SPECIAL

Less than 40': \$295 flat fee + elec.
40' plus: \$350 flat fee + elec.
Key deposit: \$20
Elec. deposit: \$20

Cruiser Special limited to
30 days stay.

- Beautiful Parklike Setting
- Clean Restrooms/Shower
- Laundry Room, Pool and Spa
- Deli and Dinnerhouse Restaurant
- Security and Locked Gate Access
- Free Pump Out
- State of The Art Boat Yard Next Door
- On-site Public Transportation Pick-up

CHULA VISTA MARINA
619/691-1860

◆ McGINNIS INSURANCE ◆

THE EXPERT THE EXPERTS CHOOSE

"The Marine Specialists Since 1972"

★ EXTENSIVE YACHT PROGRAM

- Claim settlement is what counts!
- Outstanding program for high value yachts, power and sail.
- Specialists in worldwide cruising.

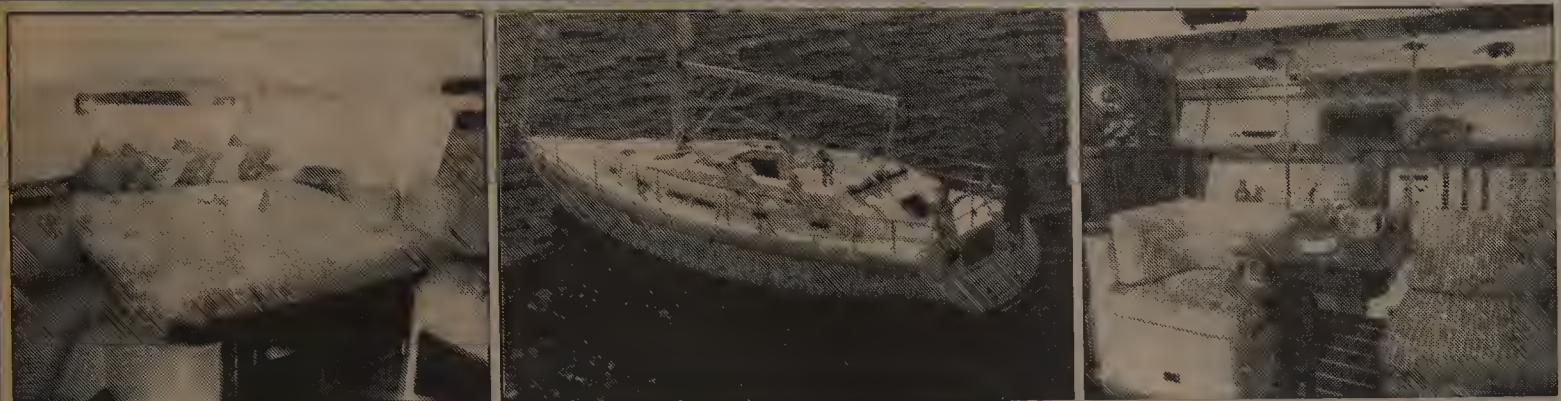
*If You Don't Know Boat Insurance
Make Sure You Have An Agent Who Does*

(510) 284-4433
(800) 486-4008

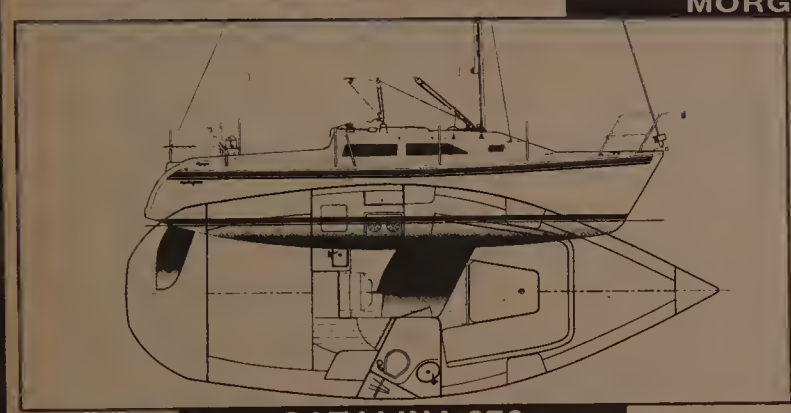
McGinnis Insurance Services, Inc. • 936 Dewing Ave., Ste. F, Lafayette, CA 94549

CATALINA 50 • 42 • 36 • 34 • 32 • 30 • 28 • 25 • 22 MORGAN 50 • 45 • 38 NONSUCH 36 • 33 • 30 • 26 • 22

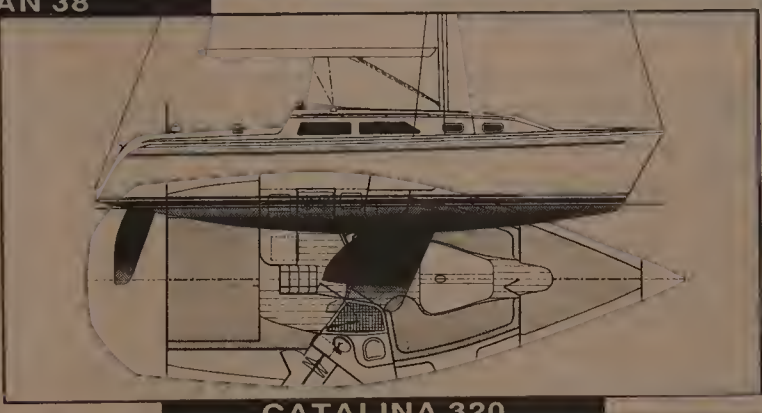
NIAGARA 42 • 35 MORGAN 50 • 45 • 38 CATALINA 50 • 42 • 36 • 34 • 32 • 30 • 28 • 25 • 22 NONSUCH 36 • 33 • 30 • 26 • 22



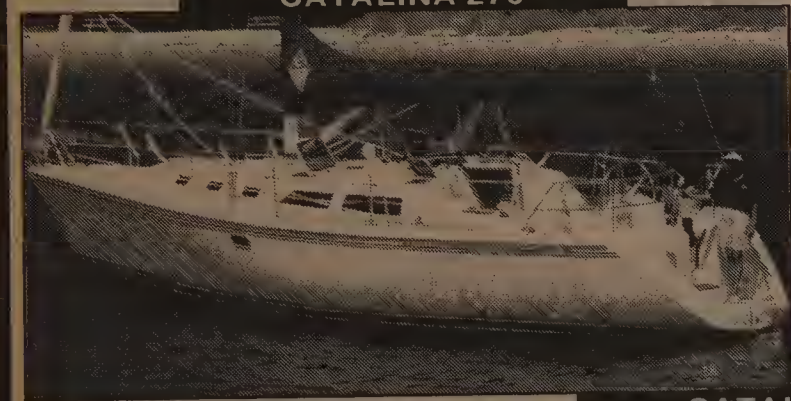
MORGAN 38



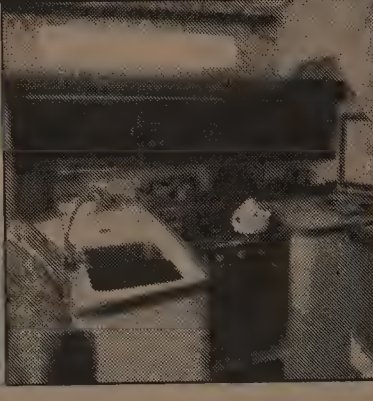
CATALINA 270



CATALINA 320



CATALINA 42





farallone yacht sales

1070 MARINA VILLAGE PARKWAY #104
ALAMEDA, CA 94070
(510) 523-6730

New Location *New Location*

East Bay

Eagle Yacht Sales

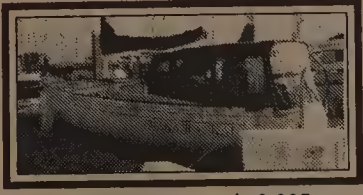
1966 COYOTE POINT DRIVE
SAN MATEO, CA 94401
(415) 342-2838

West Bay

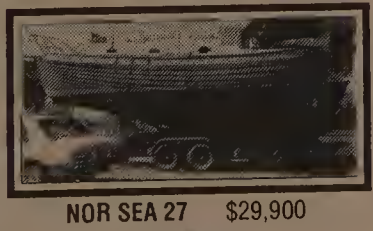
- 37' Hunter 37 L '90 79,000
- 36' Catalina '86 New Listing
- 36' Catalina '83 54,000
- 36' Watkins '81 49,500
- 34' Catalina '92 79,500
- 32' Westsail '74 49,900
- 30' Nonsuch Ultra 2 from 92,500
- 30' Nonsuch Classic 47,000
- 30' Catalina '83 28,500
- 30' Catalina '79 22,000
- 30' Catalina '76 17,500
- 30' Catalina '75 18,200
- 30' Hunter '78 18,500
- 30' Pearson '76 9,500
- 29' Ericson '78 19,500
- 27' Catalina '85 16,300
- 27' Catalina '82 ... 3 from 11,900
- 27' Catalina '79 8,500
- 27' Catalina '77 9,500
- 27' Norsesea '79 29,900
- 26' Pearson '76 7,900
- 26' Nonsuch Classic '82 . 2 from 45,000
- 22' Nonsuch '86 26,000



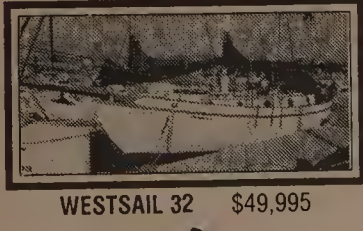
HUNTER 37 \$79,000



COLUMBIA 43 \$59,995



NOR SEA 27 \$29,900



WESTSAIL 32 \$49,995

- 43' Columbia, nice liveaboard 59,995
- 41' Morgan, aft cabin, liveaboard slip 69,995
- 36' Islander, '79, great shape, loaded 46,995
- 35' Fantasia, '79, dsl, aft cabin, nice! 69,000
- 35' Ericson, furling, lots of gear 32,995
- 35' Irwin, '86, dsl, aft head/aft cabin 59,995
- 34' Columbia, '70 reduced 26,995
- 34' Catalina, '86, refer, AP, CNG 63,995
- 33' Ranger, '44, new dsl 32,995
- 33' Hunter, '78, dsl, dodger, wheel 29,995
- 32' Irwin, '72, priced to sell quick 16,995
- 32' Westsail, '74, lots of gear, dsl 49,995
- 30' Tartan, '75, dsl, exc. cruis'g boat 24,995
- 30' Lancer, '84, dsl, wheel, clean 21,995
- 30' Catalina 3 from 25,995
- 30' Capri, '83, race equipped 19,500
- 29' Ericson 2 from 15,495
- 27' Bristol, '76, coastal cruiser 14,495
- 27' Catalina, 4 from 9,995
- 27' Newport, '74, dsl i/b reduced 7,500
- 26' Ranger, '74 reduced 7,495
- 26' Capri, '91, dsl, shwr, frig, extras 27,995
- 26' Columbia, '71, o/b, ready to go 6,495
- 26' Folkboat 2 from 6,995
- 25' U.S., '81, fixed keel dsl i/b 8,795
- 24' Del Rey Sloop (Isl. Bahama 24) 3,995
- 23' Pearson, '83, cat rig, like new! 4,900
- 22' Columbia, '68, Coyote Pt. side tie 3,495
- 22' Catalina, '75, w/trlr, swing keel 4,900
- 14' Laser, great condition 1,195

CATALINA 50 • 42 • 36 • 34 • 32 • 30 • 28 • 25 • 22 MORGAN 50 • 45 • 38 WYLIECAT 39 • 30



J/80 J/Boats has turned up the performance and launched the sports car of the new J line-up. A long bow sprit and large asymmetrical chute guarantee you exhilarating offwind speed. However her 50% ballast/displacement ratio means she's stiff - she'll stay upright and in control. J/Boats reputation for quality shows in the use of advanced composites for lightness and solid construction to withstand years on the Bay. The first 60 J/80s have been sold, the first one on the West Coast arrived in late May. Come see the most exciting new J/Boat on the market!

OPEN BOAT WEEKEND JUNE 12 & 13

ONE DESIGN

24' J/24, 1981, <i>Imajinatuon</i>	12,500
24' J/24, 1980, <i>Vixen</i>	9,000
24' J/24, 1981, 1977	10,000
24' J/24, 1981, <i>Strange Crew</i>	11,500
24' J/24, 1979, <i>Breakthrough</i>	9,000
24' J/24, 1987, <i>Chimera</i>	26,500
24' J/24, 1980, <i>Jigsaw</i>	8,900
29' J/29, 1984, <i>Maybe</i>	33,000
29' J/29, 1983, <i>Powerplay</i>	24,000
29' J/29, 1985, <i>Shanole MH</i>	33,500
29' J/29, 1984, <i>Bad News</i>	32,500
30' J/30, 1983, <i>Jeri's Emerald</i>	32,500
35' J/35, 1984, <i>Sorcerer</i>	SOLD
35' J/35, 1989, <i>Red Line</i>	86,000
35' J/35, 1983, <i>Something</i>	60,500

EXPRESS

27' Express, 1981, <i>Catchit</i>	19,500
37' Express, 1985, <i>Flamingo</i>	\$84,500

OLSON

25' Olson 25, 1988, <i>Leonora</i>	17,900
--	--------

SABRE

38' Sabre MkII, 1990	169,000
----------------------------	---------

CAPE DORY

30' Dory WS, 1988	74,900
-------------------------	--------

BOATS IN BOLD INDICATE
OUTSIDE OF THE BAY AREA

CRUISER

29' Cal, 1974	19,800
36' Rival, 1985	104,900
36' Islander Freeport, 1979	61,500
40' Bristol Yawl, 1973	78,000
47' MacIntosh, 1986	193,000

HI-PERFORMANCE

38' Soderberg, 1985	39,000
40' Tripp, 1992	195,000

RACER/CRUISER

29' Ranger, 1974	16,500
30' Chance 30-30, 1974	14,000
30' Olson 911S, 1990	46,500
33' C&C, 1976	29,500
34' Peterson, 1978	29,500
34' Schock 34PC	64,000
35' C&C III, 1983	65,000
36' C&C, 1979	44,900
36' Islander, 1972	45,000
40' C&C, 1980	69,500
40' Wilderness, 1981	69,950
41' Tartan, 1975	59,950
45' Beneteau 45.5, 1990	229,000
53' Adams 53, 1983	149,900

POWER

24' Bayliner, 1987	22,000
30' Cape Dory, 1991	135,000
34' SabreLine, 1991	179,000
36' Tiara, 1989	305,000
42' Hylas, 1989	189,000
42' Hylas, 1987	179,900

- J/Boats
- Dragonfly

- Sabre
- SabreLine

DON TRASK YACHTS

NEW
LOCATION

1070 Marina Village Pkwy, Ste 108, Alameda, CA 94501
(510) 523-8500 • (800) 559-5533 • Fax (510) 522-0641

Don Trask, Chris Corlett, Ed Milono, Dove Willke, John Niesley

CALENDAR

Summer Beer Can Races

BAY VIEW BOAT CLUB — Monday Night Madness. First half: 6/7, 6/21. John Super, 243-0426.

BENICIA YC — Thursday Night Series (through Sept. 23). Mark York, (707) 452-1160.

BERKELEY YC — Friday Night Series (through September 24). Free! Paul Kamen, (510) 540-7968.

CORINTHIAN YC — Friday Night Series (through September 10). CYC, 435-4771.

ENCINAL YC — Twilight Series on the Estuary. First half: 6/11, 6/25. Larry Duke, (510) 531-1860.

GOLDEN GATE YC — Fridays. First half: 6/11, 6/25. GGYC, 346-BOAT.

GOLDEN GATE YC — Wednesday Night Woodies. First half: 6/2, 6/16, 6/23, 6/30. Ed Welch, 851-3800.

ISLAND YC — Friday Nights on the Estuary. First half: 6/4, 6/18. Kenn Lewis, (510) 426-7860.

OAKLAND YC — Wednesday Night Estuary racing. Fourteen races starting May 19. OYC, (510) 522-6868.

OYSTER POINT MARINA — Tuesday Night Series (through September 21). Dick Timothy, 952-5540.

OYSTER POINT YC — Friday Night Series: 6/25, 7/23, 8/27, 9/24). OPYC, 873-5160.

RICHMOND YC — Wednesday Night Series. First half: 6/2, 6/16, 7/7. Free! RYC, (510) 237-2821.

SANTA CRUZ — Wet Wednesdays (through October). Tom Conerly, (408) 427-2152.

SAUSALITO CC — Friday Night Series. First half: 6/11, 6/25. Pat Broderick, (707) 528-2109.

SAUSALITO YC — Sunset Series (Tuesdays). First half: 6/1, 6/15, 6/29. Chuck Mellor, 331-2411.

ST. FRANCIS YC — Friday Night Series. First half: 6/11. StFYC, 563-6363.

SOUTH BEACH YC — Friday Nights: 6/4, 6/18, 6/25, 7/16, 7/23, 7/30, 8/6, 8/20, 8/27. Hav Staggs, 364-3073.

SPINNAKER SAILING — Laser Series at Shoreline Park. Monday evenings through October 4. Rich Ferrari, 965-7474.

TIBURON YC — Friday Night Series. First half: 6/4, 6/11, 6/25. Ken Andersen, 564-2865.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), P.O. Box 1678, Sausalito, CA 94966. Better yet, FAX them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

June Weekend Currents

date/day	slack	max	slack	max
6/05Sat	0147	0505/5.6E	0905	1212/4.4F
	1532	1746/2.5E	2055	2342/3.0F
6/06Sun	0231	0551/5.3E	0950	1253/4.1F
	1617	1829/2.4E	2143	
6/12Sat	0250	0521/1.5F	0808	1044/2.2E
	1433	1736/2.3F	2046	2333/2.6E
6/13Sun	0351	0638/1.7F	0923	1141/1.9E
	1527	1827/2.2F	2130	
6/19Sat	0052	0412/5.1E	0814	1115/3.9F
	1440	1646/2.3E	1952	2245/2.8F
6/20Sun	0131	0456/5.3E	0851	1153/4.0F
	1520	1731/2.5E	2033	2328/2.8F
6/26Sat	0122	0400/2.4F	0658	0949/3.2E
	1316	1624/3.2F	1940	2232/3.6E
6/27Sun	0235	0516/2.4F	0821	1051/2.6E
	1415	1721/2.9F	2030	2335/4.0E



THE HELMSMAN THAT LOVES NASTY WEATHER

LET THE WIND DO THE STEERING.

- No complicated electronics and relying on electricity
- No need for extra batteries, generators, solar panels and wind generators, etc.
- The Monitor has proven dependability

STAINLESS CONSTRUCTION
STAINLESS REPUTATION

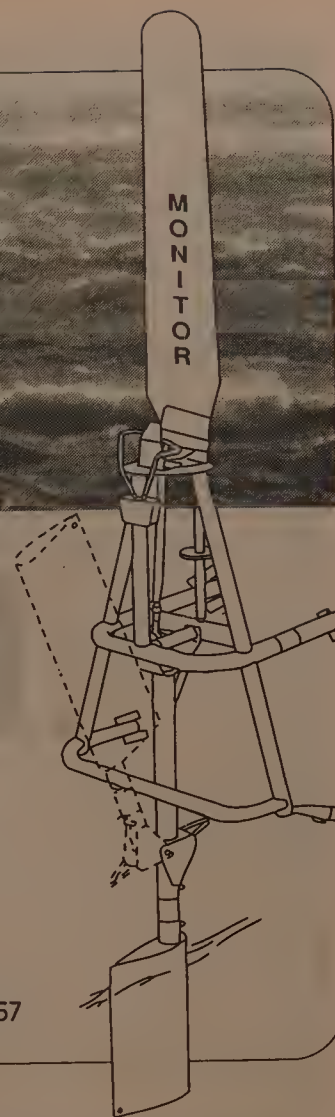
FACTORY DIRECT
SCANMAR
MARINE PRODUCTS

298 Harbor Drive, Sausalito, CA 94965 USA Tel (415) 332-3233 • Fax (415) 332-0957

A recent survey* among experienced blue water sailors revealed that 70% prefer windvane self-steering with an autopilot for back up and for powering. *SAIL-June 1992 YACHTING MONTHLY-March 1992

The Monitor has been the cruising sailors best friend since 1976, and in the last BOC, five of seven windvanes in the 50ft. class were Monitor.

Contact us for a free crash course on self-steering and a 22 minute loaner video.




Junior Sailors ~ Ages 10-18 LEARN TO SAIL or Improve Your Skills

This Summer at the Encinal Yacht Club
On the Protected Waters of
the Alameda Estuary

3 Week Sessions ~ Beginners to Advanced

U.S.S.A. Certified Instructors

For Information call **(510) 769-0221**

 **July 3, 1993**
Encinal ~ Santa Barbara
Coastal Cup
Open to all classes
For information
Call Shirley Temming
510-521-0966
Encinal &
Santa Barbara Yacht Clubs 

HARKEN

RACING TIP

Simplify mainsail shaping on offshore boats.

Offshore sailors can simplify mainsail shaping by combining their outhaul and flattening reef line into a single control.

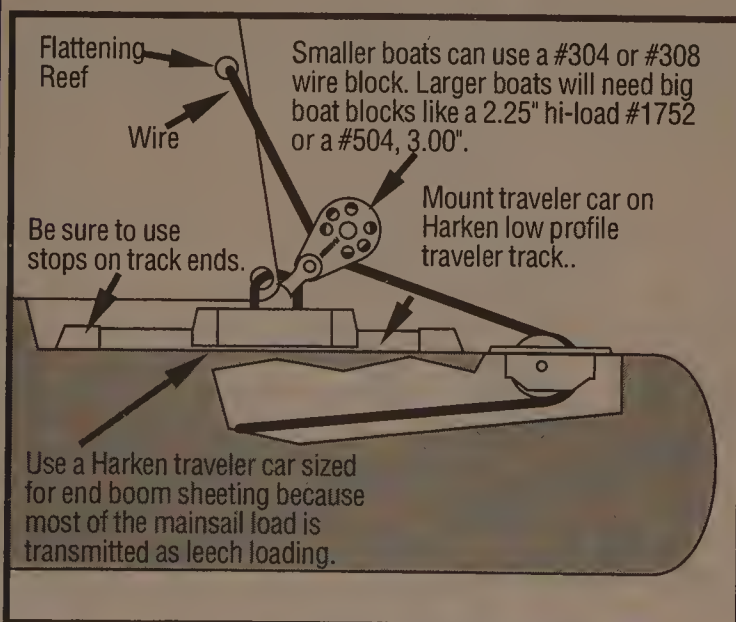
First, replace your standard outhaul car with a Harken traveler car which uses recirculating ball bearings to roll freely under high loads. Size the outhaul car as you would an end boom mainsheet traveler car as most of the mainsail load is transmitted as leech load. On some boats it may be possible to use a section of Battcar™ track which does not require drilling and tapping of the boom, but most sailors will prefer to cut away the bolt rope groove on top of the extrusion and screw on conventional Harken low profile traveler track. Be sure to use stops at each end of the track – larger boats should consider using hi-load end stops normally used on Battcar systems.

Place a wire block on the outhaul car and route the outhaul through the block up to the flattening reef grommet. Small boats can use a #304 or #308 wire block while larger boats will need big boat blocks like the #1752 or #504.

As the outhaul line is tensioned, the car will move aft until it hits the stop at the end of the track. As you continue to tension the line, the wire will pull the flattening reef down automatically.

One control – two functions!

by Rusty Rutherford
Harken, West



HARKEN

1251 East Wisconsin Avenue, Pewaukee, Wisconsin 53072 USA
Telephone: (414) 691-3320 • Fax: (414) 691-3008

SAILING INSTRUCTION

How would you like to put yourself at the helm of the boat below, hard on the wind, charging out the Gate? If you're like most readers, your dream is to either own a boat (if you don't already), or to earn your Bareboat Charter certification and fly off to your favorite sailing grounds each year for a few weeks of warm water sailing. Even more likely, you dream of both.



One of the blessings of living in Northern California is that we have the greatest and most demanding sail training grounds in the world, right in our own back yard. And, this natural resource has incubated possibly the best sailing schools available anywhere in the country.

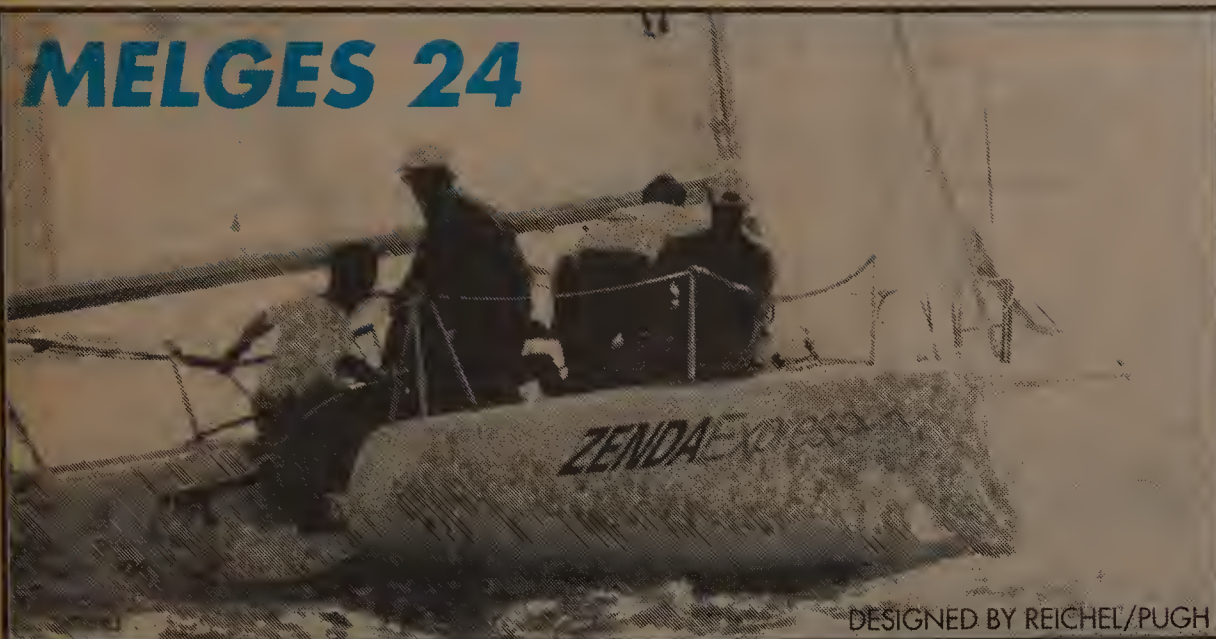
Club Nautique is a locally based school that has made the most of our stiff winds and challenging local conditions. In the sail training field since 1964, they have bases in Alameda and Sausalito and offer American Sailing Association sanctioned certifications from Basic Sailing through Offshore Passagemaking. In 1991, Club Nautique was awarded the A.S.A.'s coveted "Sailing School of the Year" award.

In addition to the regular curriculum, the club is currently offering a package for new sailors described as a "30 Foot Skipper's Course." This course starts the sailing newcomer off aboard 24' sloops on the Bay and finishes out the training on 30 footers. The course is 40 hours in length and is currently being offered Monday - Friday for only \$595 or divided over two weekends for \$695. Graduation and A.S.A. certification at the 30 foot level is guaranteed, or the club will continue your instruction until you graduate, at no additional charge. Mention you read about it in *Latitude 38* and they'll even throw in a free suit of Columbia foul weather gear. Such a deal!

For more information, contact Club Nautique at (800) 343-SAIL in Alameda, or (800) 559-CLUB in Sausalito.

Advertisement

MELGES 24



DESIGNED BY REICHEL/PUGH



HUTCHINSON
SPORTS



Comments from some of the illustrious people who have sailed the Melges 24:

"It's a blast to sail! What a great one-design boat!" – John Kostecki, 1988 Rolex Yachtsman of the Year, Sunfish, J/24, and Soling World Champion 1988 Olympic Soling Silver Medalist.

"Finally, an exciting boat that's easy to sail. It planes like a centerboarder!" – Larry Klein, J-World San Diego Director, 1989 Rolex Yachtsman of the Year; Soling, J/24, and Etchell 22 World Champion.

"The boat's a gas! It sails to weather beautifully and screams off the wind. It's as easy to trailer and launch as a Snipe." – Argyle Campbell, Two-time Congressional Cup Champion, Four-time Collegiate All-American.

"... a high performance boat for the 21st century, and a great family boat" – Mark Reynolds, Sailmaker, 1992 Olympic Star Gold Medalist, 1988 Olympic Stare Silver Medalist.

"A great concept, well executed." – Doug Peterson, Yacht Design Guru.

"It is good to see America's Cup technology filtering down to one-design." – Vince Brun, Sailmaker, Star and Soling World Champion, America's Cup Sailor.

"I had more thrills, excitement and unbridled fun during an afternoon sail of the Melges 24 than I had on six TransPac races." – Tom Leweck, Executive Director, ULDB 70 Association.

"It would be great for a women's Match racing circuit because it is very high performance, yet easy to handle." – J.J. Isler, 1992 Women's 470 Olympic Medalist, 1988 Rolex Yachtswoman of the Year.

"... Wave of the future, high tech." – Dave Ullman, Sailmaker, 470 World Champ, Offshore racer.

There are **MELGES 24** fleets forming throughout the U.S. We will have our own class at this year's Yachting Cup in San Diego, the NOOD Regatta and Trimble North Regatta in Los Angeles. For information call Brian Hutchinson at HUTCHINSON SPORTS (415) 281-0155 or (619) 599-7774.

Perkins

**Marine Diesels are Compact, Quiet,
Reliable, Affordable and More!**

M20 - 18 HP, 244 lbs., 25.5" Long, 19.8" high, 55A alt.

M30 - 29 HP, 293 lbs., 26.4" long, 21.5" high, 55A alt.

M35 - 34 HP, 424 lbs., 29.7" long, 25'5" high, 70A alt.

M60 - 59 HP, 501 lbs., 34.6" long, 26'4" high, 70A alt.

These packages above are complete including transmissions, mounts, gauge panels, wiring, etc. Other models available.

**You won't find an engine manufacturer more
widely recognized throughout the world!**

SIERRA
DETROIT DIESEL ALLISON
SAN LEANDRO
(510) 635-8991

Or stop by one of the Bay Area Authorized
Perkins Marine Dealers

British Marine Oakland (510) 534-2757	List Marine Sausalito (415) 332-5478	Shoreline Diesel So. S.F. (415) 588-5642	Stacy's Marine Byron (510) 634-8551
--	---	---	--

Rigging Specialists

We are experts at solving your
rigging & deck layout problems.

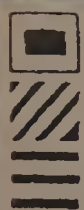
Complete Chandlery

Large, in-stock selection
of fittings, fasteners,
hardware and marine
supplies. Fast,
personalized service
on special
orders.



Call Rich Weirick
**Richmond
Yacht
Service**

351 Brickyard Cove Rd. Point Richmond
Phone: (510) 234-6950
Fax: (510) 236-7242



MARINER BOAT YARD

"Where Service Has Meaning"



FEATURING
TRINIDAD
ANTI-FOULING
PAINT BY
PETTIT
marine paint
Rated "Superior" by Practical Sailor

*"Our High Standards,
Quality and Workmanship
Make Your Boat Fun and Safe to Use."*

FOR ALL YOUR BOATING NEEDS!

- Bottom Painting
- Fiberglass/Gelcoat
- Electronic Installations
- Entertainment Centers
- Lewmar Hydraulics
- Edson Steering
- LPU Mast & Hull
- Webasto Heaters
- Guaranteed Blister Repair
- Engine Service
- Lift 16.5' Wide - 50 ton

Pete Van Inwegen
Manager

Call Now!
(510) 521-6100

COME SEE US!
2415 Mariner Square Drive,
Alameda, CA 94501

LETTERS

IF A DOG IS TO STAY LEAN AND HEALTHY

With regard to large dogs living aboard and cruising on sailboats, I've had some experience I'd like to share, especially with the fellow who has both a Cal 29 and a Doberman.

First, I'm not sure a Doberman makes a great boat dog. I think of them more as appliances for guarding warehouses. But that's just my opinion.

There is, however, nothing wrong with having a largish dog live with you aboard your boat. Our dog Diesel lived for seven years with us aboard our Tayana 37 and never voiced a complaint — except when we took him sailing. Some people expressed horror that I'd keep such a big dog — about the size of a Black Lab — aboard, but they know not of what they speak.

Years ago, I had a huge old barn of a house on the coast of Maine which I shared with a Black Lab named Phang. When Phang was outside, he was all over the place, active as hell. Inside he'd plop down on his bed or in his spot next to the wood stove — and that was that. Dogs in big houses don't roam around a lot. They don't generally get their exercise indoors, and the spots Phang claimed as his were no bigger in total than Diesel's watch-bunk aboard our cutter.

Diesel navigated our cutter's companionway ladder with aplomb. But the Tayana has an engine box that forms a landing a third of the way up, which helped. Sort of a diesel helping Diesel thing.

Living aboard in a harbor, Diesel was a delight. It was 'his' boat, so while sometimes neighbors' boats got ripped off, nothing was ever taken from ours. And that was thanks to Diesel's major bark and possessiveness.

It did take a little while to 'dock-break' him — he was housebroken when he moved aboard at age two. My method was simply shoving his nose 1/16th inch from his deposit, telling him 'No!' and making him watch me hose it into the water.

Getting him to use a canvas square placed on deck for a head when we were underway or while anchored-out was a bust. I must confess, however, we didn't really work on that much.

Years ago, however, there was a nice couple living aboard their Friendship sloop at anchor off Sausalito. They successfully trained their dog to use a one-square-yard of canvas on deck. After the dog had used it, they tossed the whole thing over the side to clean it off. There was a grommet in one corner of the canvas and a lanyard attaching it to a chainplate, which made it easy to hang overboard to wash.

There's a funny story about it, though. One day the couple left the dog behind while they went ashore and got involved in a great party. When they rowed back to their boat the following day, they realized they'd left the canvas 'poop spot' in the water to wash itself. When they got close to the boat, they noticed their dog hanging his rump over the rail, aiming for his canvas dangling just below the waterline!

All that, of course, was back before the BCDC was so active.

Doggie lifejackets are a mixed bag. Diesel didn't like his, mainly because it would snag on the lifeline stanchions and dodger frame when he'd try to get around. A better alternative might be the wetsuits for dogs sold by duck hunting supply outfits. They are about quarter-inch neoprene and zip on and off. Most of the dog is covered, although not the area that would get wet at a fireplug — if you know what I mean.

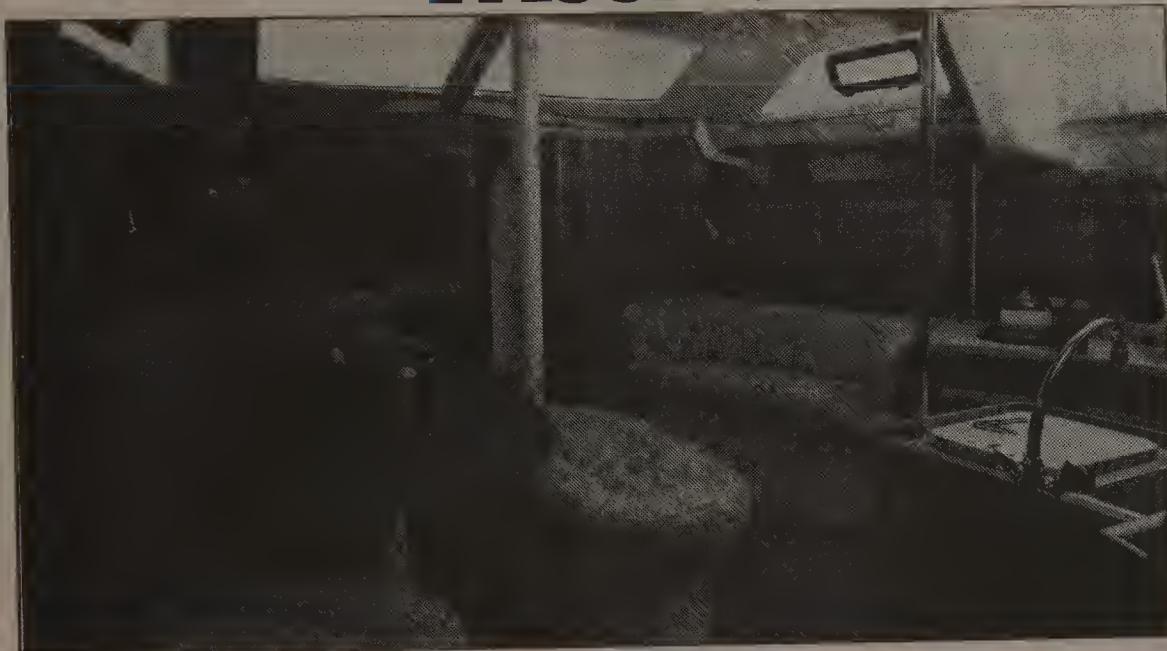
When sailing offshore, I strung netting around the lifelines, pushpit and pulpit so Diesel wouldn't fall overboard. Being cheap, I got a fisherman to donate part of an old trawl net, which made dandy lifeline netting — except that it was pink. But Diesel didn't care.

Diesel is a politician off the boat, and quickly became the mayor of our docks, winning nibbles from neighbors instead of votes. But he never did like to sail. He loved dinghy rides, but take him sailing and he would shake like his namesake the whole time. It could be because of the first time I took him sailing back when he was a pup. He fell overboard twice while trying to hike out on my old sharpie catboat,

HUNTER[®] YACHTS

We go the Distance

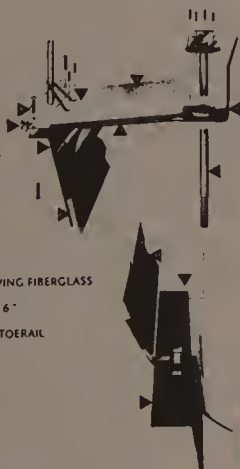
DISCOVER A PASSAGE 42



SAFETY

TOUGH CONSTRUCTION

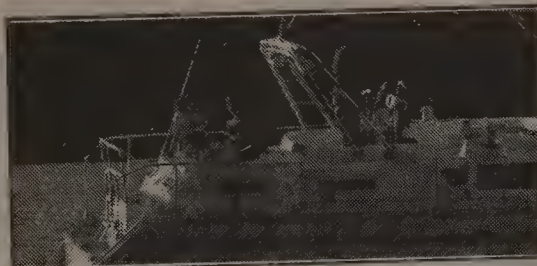
- ▲ DECK
- ▲ LIFELINE BACKING PLATE
- ▲ CORE
- ▲ HEADLINER
- ▲ CHAIN PLATE
- ▲ FIBERGLASS BONO
- ▲ HANO LAIO WOVEN ROVING FIBERGLASS
- ▲ THROUGH BOLTS EVERY 6"
- ▲ ANODIZED ALUMINUM TOERAIL
- ▲ Balsa-CORE
- ▲ FIBERGLASS BONE
- ▲ GRIO SYSTEM
- ▲ CHAIN PLATE ANCHOR



HUNTER'S CUSTOMER'S "Bill of Rights"

- The best price and value available today.
- A safe, trouble-free boat for years of family enjoyment.
- A boat designed and built with innovation and premium materials.
- A company with the resources and experience to stand by its product, and its customers.
- A toll-free customer hotline so we can respond quickly to your needs and suggestions.
- A limited five year hull structure and bottom blister warranty.

FAMILY



**In Stock
in Alameda**



Passage 42

VALUE

CRUISE PAC[®]

RIGGING: Full battent mainsail and furling system. Dual auto reefs led to cockpit. 130% furling genoa w/UV cover. Furling system. Boom vang. Anodized double spreader rig. Internal halyards. Two two-speed self-tailing genoa winches. Inboard genoa tracks w/cars.

ELECTRONICS: Digital knotmeter w/log. Digital depth sounder w/alarm. VHF radio w/antenna. Stereo with cassette player and ten speakers.

DECK: Double lifelines w/gates. Cabin handrails. Padded sun deck. Non-skid deck. Electric anchor windlass. Stepped transom w/stainless swim ladder. Transom shower.

COCKPIT: Pedestal wheel steering w/lighted compass. Starboard cockpit opening for easy entrance.

ELECTRICAL: Dual 110v dockside power w/cords. Inverter w/battery charger. Electric automatic bilge pump. Two shower sump pumps. Cabin lights, direct and indirect.

CABIN: Dual staterooms. Enclosed head aft w/shower, vanity and sit tub. Enclosed head forward w/shower, shower seat and vanity. Electric head w/macerator. Teak and Holly cabin sole. Dinette converts to double berth (5) opening hatches. (5) hanging lockers. TV/VCR system.

GALLEY: Hot/cold pressure water system. CNG 3 burner stove with oven. Corian[®] countertops. Refrigerator w/freezer. Microwave oven. Double stainless sinks. Freshwater tanks (150 gal.)

AUXILIARY POWER: 62 hp Yanmar diesel/freshwater cooled. Many safety features and much more.

**Made In
America!**

Also Available:
Legend 43
Passage 42
Legend 40.5
Legend 35.5

Hunter 37.5
Hunter 33.5
Hunter 30
Hunter 28
Hunter 27
Hunter 23.5

**510/ 523-8773
800/ 878-BOAT**
2415 Mariner Square Drive
Alameda, CA 94501

NOR CAL
YACHTS
SINCE 1961

© Copyright 1992. Hunter Marine.
All rights reserved.

NEWPORT 28, 1984



\$19,999

OLSON 34, 1988



\$56,995



NOR CAL
YACHTS

510/523-8773 • 800/878-BOAT
2415 Mariner Square Drive, Alameda, CA 94501

MARINER SQUARE YACHTING CENTER ▲ OPEN BOAT

LETTERS

But then it might just be that some dogs don't take to sailing. I know that some do. A buddy of mine had a German shepherd who enjoyed sailing his Lapworth 40 with him. The dog just flopped in the lee side of the cockpit and slept most of the time, only stirring to move himself to the other side after a tack.

With respect to dog crap on docks, it behooves all sailors to watch for it. And then right away make the dog's owner clean it up — ideally with his or her teeth. Dogs and dog owners can be trained.

Living aboard in the Bay Area, though, a dog is a good friend, a great protector and an excellent boat alarm.

Brooks Townes
Weaverville, North Carolina

Since August of 1990 you've run about ten *Changes* from Sally Andrew and Foster Goodfellow aboard their Yamaha 33, *FellowShip*. They've shared their experiences on a cruise to Fiji from Fortman Marina in Alameda by way of Juneau. We check each month for another witty report from Sally.

Yamaha 33 owners are a rather exclusive club here on the East Coast, so we are particularly interested in Sally's comments on equipment, modifications and maintenance. We haven't seen a *FellowShip* letter since April of 1992. We wonder if you or any of their friends in Alameda could provide a current address; we'd like to learn more about the performance of their windvane and some other gear before completing our outfitting.

Small world!!

Bill Moore and Marion Zoller
Reston, VA

Bill & Marion — Sally and Foster's mailing address is c/o 3090 Peter Street, Windsor, Ontario. That's Canada, N9C 1H1.

We've been cruising for almost four years aboard our 45-foot center cockpit aluminum cutter. And we've enjoyed just about everything — except our many sleepless nights.

We sleep in a roomy, comfortable aft cabin, with our heads only a foot or so above the wide, flat stern. Our nightly serenades vary from a stern 'swish' in a calm anchorage through a 'slap!' in mild conditions to a 'slam!' in rough weather. When an offshore breeze

Why the Crealock 34 by Pacific Seacraft is the choice of experienced sailors.

"Fantastic performance... everything works perfectly!"

John Murphy, Crealock 34 #29 "Volunteer"

John Murphy, design engineer from Massachusetts, has been cruising on one boat or another for more than forty years. During that time, he has owned nine boats. Last August, John and his wife Joan purchased number ten: a Crealock 34 from Pacific Seacraft. On all counts, this knowledgeable and demanding sailing couple couldn't be happier. "I've been through every nook and cranny on the boat and I haven't found a single area with anything less than first class workmanship." Their brand new Crealock 34 presented absolutely no problems. "Right from the start, everything worked perfectly," John said. "No bugs at all. We put her in the water and we never had a single problem."



The Murphys took possession of their Crealock 34 in East Greenwich. The date was August 5. They barely had enough time to christen her "Volunteer"—within the week she was in the water and had set sail for a two week summer cruise to Nantucket.

Built for Superior Performance

The Crealock 34 is built to deliver highest performance standards. Moderate displacement means high speed capability matched with superbly comfortable motion and balance. An outstanding canoe stern provides reserve buoyancy without putting too much of a rump to the seas. In addition, the Crealock 34's high performance cruising keel and a sturdy skeg-hung rudder combine excellent tracking with remarkable boat speed. An optional shoal draft Scheel keel makes for superior shoal draft performance. What's more, her sailing rig is simple, efficient and reliable. No wonder the Murphys found instant joy aboard "Volunteer." John reports getting an impressive 7 knots of boat speed in 12 knots of wind. And Joan? Of her new Crealock 34 she says, "It's the first boat on which I can steer and trim the jib sheet at the same time!" Extraordinary ease of handling! It's standard with the Crealock 34.

The Crealock 34's high performance cruising keel and a sturdy skeg-hung rudder combine excellent tracking with remarkable boat speed. John reports getting an impressive 7 knots of boat speed in 12 knots of wind.

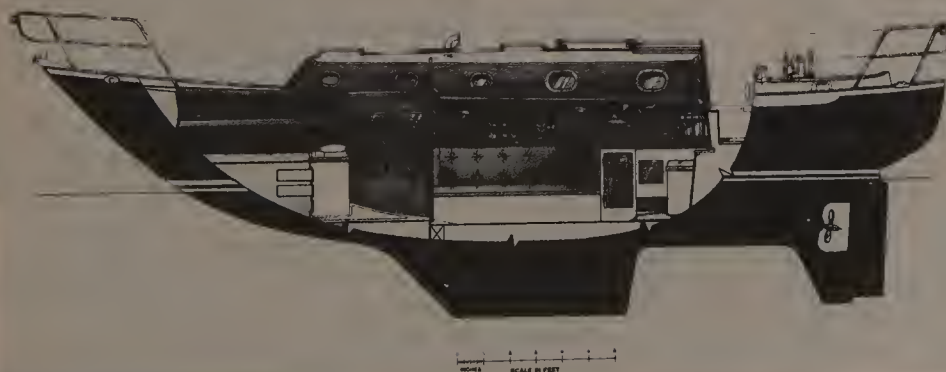
A Spacious and Beautiful Home

Comfort is as important as performance, and once again the Crealock 34 is a source of pure satisfaction. Down below, she's a vision of roomy warmth—6'4" of headroom makes for a lot of comfort. Ten polished bronze opening ports and two deck hatches keep things bright and comfortable. A pair of dorade vents make for ample ventilation in any weather. Hand-rubbed teak joinery contributes to the rich and warm atmosphere. The main salon features your choice of three special table types. And the gourmet galley makes for culinary quality in a most pleasing setting. Throughout the interior, the Crealock 34 is ergonomically designed. As a result, easy access and comfort abound. Joan Murphy describes the interior layout as really terrific. "There is plenty of storage and all of the features are thought out to an extent that really simplifies life on-board. It is both elegant and functional."

Discover Pacific Seacraft's Pride in Quality

Sailors with experience know what they want in a true yacht. The Murphys knew from four decades of sailing...and they found exactly what they wanted in their Crealock 34. They are discovering the considerable satisfactions that come with Pacific Seacraft's commitment and pride in quality. You can discover why Ferenc Maté, author of *The World's Best Sailboats*, says "Without a doubt, the most outstanding cross section of cruising boats in this book is built by Pacific Seacraft. From the 20 foot Flicka to the Crealock 37, they are boats of great character, practicality and integrity."

Specifications: LOA 34'-1"; LWL 26'-2½"; Beam 10'-0"; Displacement 12,000 lbs.; Lead Ballast 4700 lbs.; Sail Area Cutter 649 ft.; Draft 4'-11"; Shoal Draft 4'-1"; Mast Clearance 44'-3". For a descriptive color brochure, send \$5 to:



NORCAL 510/ 523-8773
YACHTS 800/ 878-BOAT
SINCE 1961
2415 Mariner Square Drive • Alameda, CA 94501

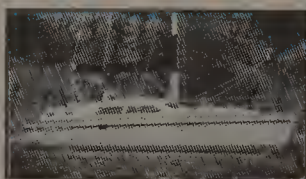
Pacific Seacraft
Corporation

1301 E. Orangethorpe Fullerton, CA 92631
(714) 879-1610

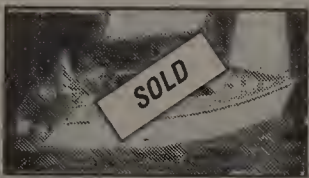
QUALITY BROKERAGE

**32' ERICSON 32-200, 1990**

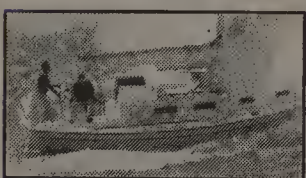
Everything new on this beauty, with warranty
\$69,995.

**42' PASSAGE, 1990**

By Hunter. Well equipped boat with generator. Local boat. Loaded.
\$178,995.

**30' HUNTER, 1988**

Recently reduced.
\$39,995.

**303 PEARSON**

Roomy and fast with quality construction. **\$44,000.**

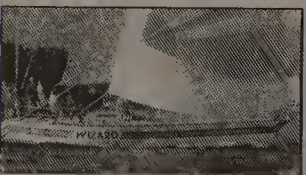
**VALIANT 32**

Bob Perry's famous double ender. Performance and comfort. **\$45,000.**

**35' ERICSON**

Marina Green berth, 4 head-sails, dodger, roller furling, separate shower. **\$64,995.**

**For Results
List Your Boat
with
Nor Cal**

**CHOATE 41, 1978**

Fast cruiser w/full amenities and electronics. Very clean. Asking **\$68,995.**

26' ERICSON, 1985	15,995
26' BALBOA, 1974	6,495
27' CS, 1979	18,995
28' ALBIN CUMULUS, 1981	18,500
29' ERICSON, 1972, new diesel	17,995
30+ ERICSON, 1978	24,995
30' HUNTER, 1989	47,999
30' PEARSON 303, 1985	44,000
32' CHALLENGER	36,995

32' ERICSON 32-200, 1990	69,995
33' MORGAN O/I, 1973	29,900
35' ERICSON, w/SF slip, 1984	64,995
37' CREALOCK, 1980	109,950
41' JEANNEAU, 1986	109,995
41' MORGAN O/I, 1979	69,950
41' CHOATE, 1978	68,995
42' HUNTER PASSAGE, 1990 . 2 from	178,000
45' JEANNEAU, 1985	175,000



510/523-8773 • 800/878-BOAT

2415 Mariner Square Drive, Alameda, CA 94501

▲ MARINER SQUARE YACHTING CENTER ▲ OPEN BOAT

LETTERS

positions our stern to incoming seas, we go sleepless. A stern anchor sometimes helps, but it's impractical in most anchorages.

The jolt we get from the wakes of passing boats is even worse, sounding like a bomb exploding under us. Water is shot halfway across the anchorage! This problem exists only at anchor, not underway.

We have considered many remedies, from a removable padded rear 'brassiere' to welding on some type of spoilers. Has anyone had a similar problem they have corrected? We would appreciate any suggestions. We love our boat and the cruising life, but the water slamming against our transom drives us crazy!

George and Brenda Milum
Avatar
(ex-Lafayette), Rio Dulce, Guatemala

George & Brenda — Most boats are susceptible to occasional such 'slams', but certain hull shapes resonate with them all the time. We recall Jim Kilroy being extremely annoyed about this quality in his Ron Holland-designed Kialoa, and Dick Deaver with his Farr 55 Outa' Here. It bothered the Deavers so much that while in Mexico a few years back they experimented with a long narrow section of foam — sort of like the "padded rear brassiere" you suggested. You might still be able to reach them at Box 270, Phuket, Thailand 83000, to see if they ever came up with a solution.

Suggestions from anybody else?

▲ A TWO WEEK BAY AREA CRUISE

The Bay Primer article in the April issue has stirred our interest in the Bay Area as a possible late summer vacation cruise location. We've thought about the Northwest and the Sea of Cortez, but this year we're sticking closer to home. We usually sail the Sierra lakes with our Flicka 20 and we're looking for a change of pace from the usually windless month of August.

Our sailing season starts by attending the Spring Boat Show at Oakland's Jack London Square. We visit some of the marinas, walk the docks, drive over to Sausalito to look at boats and check out the various Bay Area chandleries. After a hard, cold winter in Nevada, just smelling the salt air makes it a special weekend for us.

With that in mind, we thought about a two-week cruise in the Bay Area, sailing to various places instead of driving around for just a weekend. Perhaps you or other Bay Area sailors could suggest specific places to visit, sources of information, etc. Maybe if there would be enough interest, an article such as the one you do on the Delta every spring would be helpful.

P.S. Is it really possible to sail to Napa? The chart indicates a few potential problems up river. Any other rivers besides the Delta worth visiting?

Dennis and Patty Groneman
Reno, Nevada

Dennis & Patty — It sounds like a great idea to us — especially in August when the Bay winds are lighter and the air is warmer.

Actually, there are so many great places to go, we'd have trouble knowing where to start. Perhaps a 'Great Circle' route would be best. Here's our itinerary:

Day 1: Launch boat in Sausalito, cruise Richardson Bay and depending on weather, anchor behind Belvedere Cove, off Sausalito's Horizon Restaurant, or at Horseshoe Cove near the North Tower of the Golden Gate.

Day 2: Sail out Gate to Mile Rock, then back in Bay and around Alcatraz. Take a guest slip for night at Pier 39 so you can see the town. Other options: anchor for night in Aquatic — no motoring allowed — Park or at South Beach Marina.

Day 3: Decision time. If you're energetic, a sail down to Redwood City and Pete's Harbor would be the call. We'll assume you're energetic and make the trip. Hint: stay in the channel!

CORSAIR

Plan Your
Summer Vacation



(510) 865-2511 Alameda

2415 Mariner Square Dr.,
Alameda, CA 94501

Last chance to buy for
summer delivery!!



F-24

The affordable, fun sportboat from Corsair that showed amazing speed and ability in this year's single and doublehanded Farallones races.



F-27

The original tri-hulled fun center. They've been across the Atlantic and Pacific, to Mexico, Alaska, Tahoe, the Bahamas and beyond. Think about where you can take yours.



F-31

Over 100 people test-sailed the F-31 on the Bay last month. Words like fast, powerful, fun, and spacious came to mind. The current backlog for orders is growing — don't delay.

Arthur Piver Cruise
May 29 & 30 • Corinthian Yacht Club

**Join the Corsair multihull
fleet for summer fun!**

Multihull Clinic with Randy Smythe
Encinal Yacht Club • Call for details

SAIL		
22	RHOODES, '90	12,900
23	PACESHIP, '78	4,000
2023	SANTANA, '92	13,500
F-24	CORSAIR, '93	31,900
24	BALBOA, '81, w/trailer	SOLO
25	CATALINA, '78	8,000
25	US, '82	7,250
27	STILETTO, '81 w/trailer	15,500
27	PACIFIC SEACRAFT Orion, '80	55,000
27	CAPE DORY	28,900
28.5	HUNTER, '86	New Listing!
30	TARTAN, '78	23,000
32	FREEDOM, '87	69,500
32	WESTSAIL, '75	SOLO
33	PETERSON, '78	27,950
34	ISLANDER, '84	38,500
38	FREEDOM, '92	149,000
38	HC MKII, '79	130,000

41	NEWPORT, '81	59,000
41	FORMOSA, '71	55,000
45	COLUMBIA, '75	79,000
45	STARRETT, '79, in Florida	42,000
424	PEARSON, '82	135,000
50	FORCE 50	150,000

IN SAUSALITO

19	CAPE DORY	7,800
25	MERIT	8,750

BROKERAGE LISTINGS

26	PEARSON	7,850
350	BENETEAU, '88	59,500
39	C & C, '73	87,500

CORSAIR MARINE TRIMARANS

F-24	#58, Alameda	41,500
F-27	#370	59,950
F-27	#62	49,500

F-27	#96	53,900
F-27	#121	59,500
F-27	#102	54,900
F-27	#187	SOLO for \$58,000
F-27	#134	SOLO for \$50,000
F-27	Hawaii, must sell	52,000
F-27	#302	62,000
F-31		89,900

POWER

16	AVON 15 hp, '88	3,300
22	BOSTON WHALER, '87	13,000
22	COORY, '90	12,500
40	COORY, '82	from 13,000
46	LUHRS	99,500
46	BERTRAM, Sport Fisher	179,000
48	UNIFLITE, Sport Fisher	235,000



PEARSON 424 \$135,000

BOAT OF THE MONTH



50' FORCE Just Reduced!
\$150,000

PRE-SUMMER SPECIAL

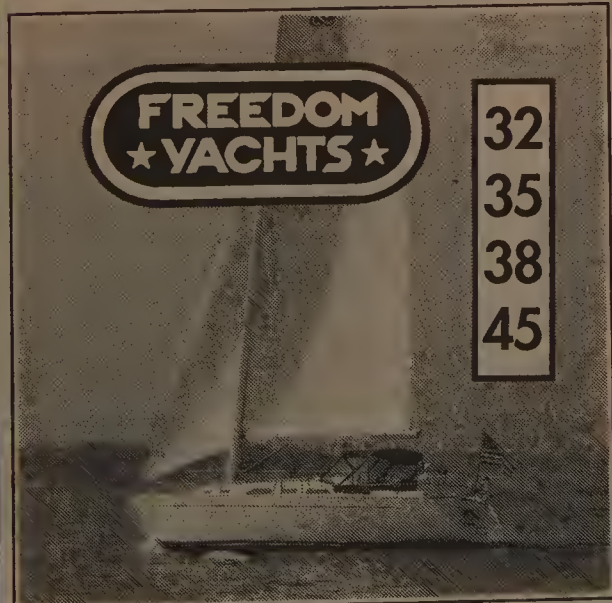
Two Open Boat Weekends
June 5 & 6 • June 12 & 13
Free Demonstration
Call to schedule your ride



FORMOSA 41 \$60,000



81 STILETTO CAT \$15,500

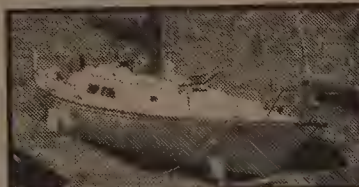


**FREEDOM
★ YACHTS ★**

32
35
38
45



CAPE DORY \$28,900

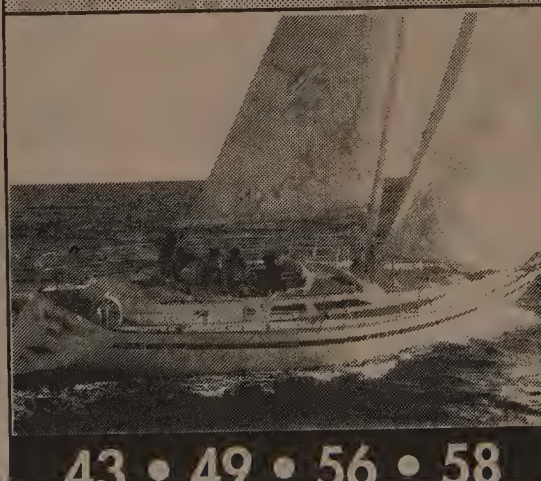


NEWPORT 41 \$59,500



BENETEAU 350 \$55,000

TASWELL



43 • 49 • 56 • 58



BERTH YOUR BOAT IN SAUSALITO

MODERN FACILITIES IN A WELL PROTECTED HARBOR

Concrete Dock System
Well Maintained Facilities
Beautiful Surroundings



Kappas Marina
100 Gate Six Road
Sausalito, CA 94965
(415) 332-5510

- DEEP WATER BERTHS:
BASIN AND CHANNEL DREDGED
- CARD KEY SECURITY SYSTEM • DOCK CARTS
- PUMP OUT STATION • AMPLE PARKING
- CLEAN SHOWER AND TOILET FACILITIES
- WITHIN WALKING DISTANCE:
MARKET/DELI • LAUNDROMAT • RESTAURANT
- AT EACH BERTH: LARGE STORAGE BOX
METERED ELECTRICITY
PHONE HOOK-UPS
WATER

SEA THE FINEST! JOIN OUR PRESTIGIOUS FLEET OF BOAT DONORS!



The California Maritime Academy provides unparalleled boating and sailing programs, and is the direct beneficiary of the boat acquisition program operated by the California Maritime Academy Foundation.

Utilizing the waters of the Carquinez Straits and San Francisco Bay, C.M.A. welcomes vessels of all types, marine equipment, and training aids.

The California Maritime Academy Foundation receives no government support. Your TAX DEDUCTIBLE CONTRIBUTIONS will be used for demonstration and as training aids, or will be sold to advance the instructional program.

**DONATE YOUR VESSEL TO THE
CALIFORNIA MARITIME ACADEMY!**

For additional information and free brochure, call or write:
CALIFORNIA MARITIME ACADEMY FOUNDATION, INC.
P.O. Box 327
Vallejo, CA 94590 Joanne Cech 1-800-472-2623

SPARKY MARINE ELECTRICS

ELECTRICAL AND ELECTRONIC SALES AND INSTALLATIONS

BATTERIES, INVERTERS, WIND AND SOLAR CHARGING
12 VOLT PRODUCTS, SOLAR NICAD CHARGERS,
STATE-OF-THE-ART ALTERNATOR CHARGING
LIGHTING SPECIALIST

OFFICE HOURS: M-F BY APPOINTMENT
SATURDAY 10AM TO 3PM



#3 GATE 3 ROAD
1 BLK. S. OF WEST MARINE
IN SAUSALITO

OFFICE 415-332-8728
FAX 415-332-8266



NEIL PRYDE SAILS

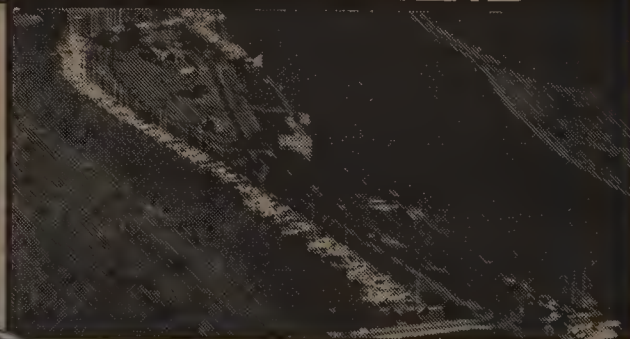
CUSTOM CRUISING & RACING SAILS

- ⊙ Repairs ⊙ Recuts
- ⊙ Roller Furling Conversions

#3 Gate 3 Road/P.O. Box 2723, Sausalito, CA 94966
(415) 332-6167 • 1-800-303-SAIL (7245) • Fax (415) 332-6169

BRUNO'S ISLAND

First rate,
protected
deep draft
moorage
in the
heart of
the Delta.



**BRUNO'S
Island**

(at Light 41 on the San Joaquin River)
1200 W. Brannan Island Rd.
Isleton, CA 95641 (916) 777-6084

THE SAFER, MORE AFFORDABLE ALTERNATIVE TO HEAVY STEEL ANCHORS



VALUE PRICED PERFORMANCE!

From the makers of the legendary Fortress Marine Anchors comes Guardian, the easy to handle aluminum magnesium utility anchor. Now you can enjoy Fortress precision and technology in an anchor with *half the weight* of your steel anchor, at *about half the cost* of a Fortress!

Value Priced Guardian anchors are sold everywhere with a 90 day "No-Hassle" money back guarantee. Pick one up soon: *Steel Anchors Can't Compare!*

Guardian[®]

UTILITY ANCHORS
from FORTRESS

HOT

WHEN IT'S NOT

Enjoy fall, winter, and spring cruising by installing a Scan Marine forced-air heating system. These systems keep your boat warm, dry, and comfortable. We have all the advantages: Factory-trained service, easy installation kits, low power drain and low prices. When it comes to heating systems, we're HOT!



We also feature kerosene forced-air heaters (Wallas and Themic), and propane forced-air heaters (Remotron).

ARDIC

- 041-D by Volvo
- 12,800 BTU
- Heat exchanger of stainless steel
- Optimum Operational Safety
- 2.5 Amp Battery Draw

\$1,620.00

incl. complete installation kit

(206) 285-3675

FAX: (206) 285-9532

**SCAN MARINE
EQUIPMENT**

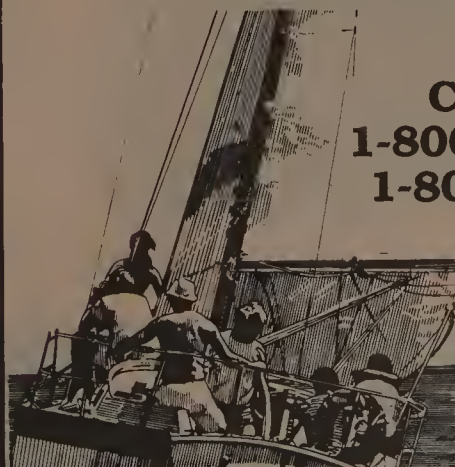
2144 WESTLAKE AVE. N. SUITE D
SEATTLE, WA 98109

COMPETITIVE YACHT INSURANCE

Our Agency Can Offer You

True "All Risk" Coverage
Special Rates for High Value Vessels
Exclusive Program for the
Master Mariners Association
Convenient Installment Plans

CALL NOW
1-800-894-YACHT
1-800-894-9224

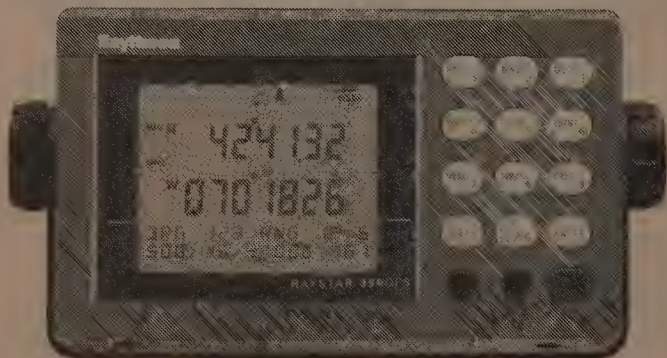


HACKWORTH & COMPANY

Insurance Brokers Since 1912

Where Am I?

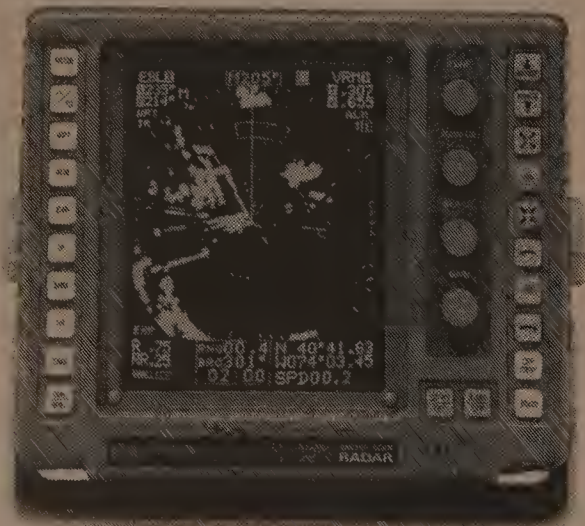
If you've ever asked yourself that question, Raytheon's Raystar 390 GPS is for you! Large pushbutton keys and bright LCD display tell you in seconds where you are and how to get where you need to go!



List \$1,395 **SALE \$875**

Where Are They?

This is often a more frightening question, but the Raytheon R20X gives you an immediate answer! You can track other vessels' movements and get instant range and bearing to any target! For the ultimate system we can make both units work together so you can see your waypoint right on the radar screen! No more guessing whether you're on course.



List \$3,295 **SALE \$2,475**

JOHNSON HICKS

Marine Electronics

ALAMEDA
2051 GRAND STREET
(510) 865-3777

SANTA CRUZ
333 "C" Lake Avenue
(408) 475-3383

LETTERS

Day 4: It's another long sail back up to the Oakland Estuary, but it's a reach and once you get there the diversions are so numerous on both the Oakland and Alameda sides that you'll want to spend two nights. Several restaurants will allow you to berth for free if you dine there.

Day 6: Having been living it up in urban environs, it's time for Angel Island and a little solitude on the lee side of the island. If mid-week, you may continue around to Hospital Cove and take a day berth so you can hike around the island.

Day 7: Time to slow the pace for a day. The options are either another night anchored off Angel Island, tying up for the night at Sam's Anchor Cafe in Tiburon, or back at Sausalito's Richardson Bay.

Day 8: Catch early flood and sail to McNear's Beach/China Camp off the Marin shore. Anchor securely, as changing currents and fluky winds make it hard to retain a grip on the bottom.

Day 9: Cruise on up the Petaluma River, the first half of which should be downwind. Stop at Gilardi's for a late lunch and anchor for the night in Petaluma Turning Basin. Steamer Gold is close by for lots of fun.

Day 10: Enjoy lazy river cruise back to Port Sonoma at the entrance to the Petaluma River.

Day 11: Enjoy downwind sail to Vallejo and then up Napa River. It's possible to sail at least as far as Horseshoe Bend, where you can drop the hook in an area time appears to have forgotten. If you've got a short rig, you might even be able to sail all the way to Napa, gateway to the wine country.

Day 12: Sail back to the mouth of Napa River and up a few miles to Benicia. It's a fun town to explore.

Day 13: Catch early ebb and sail back as far as is comfortable. Possible stops for night include the Richmond Riviera or Paradise Cove on the backside of Tiburon.

Day 14: Sail back to Sausalito — perhaps picnic in Belvedere Cove on the way — and put boat back on trailer for transport home.

Naturally, this itinerary could be adjusted for boat speed and personal interests. But it does include plenty of warm weather sailing and anchorages and a wide variety of scenery. We think even veteran Bay sailors would be amazed at how much beauty and tranquility can be found in the center of all this urban madness.

Essential equipment would be BBQ, a couple of anchors, a small dink, sun tan lotion and a good stereo system.

KEEP MOVING BACKWARDS

I first signed up on the waiting list for a slip in Monterey in the late '70s. I have called periodically for progress updates. In 1985, I believe I was #3 on the list. In 1989 I found I was #5! When I questioned how this could be, I was told, "You may be #3 on the whole list but #5 on the list for your size boat." This year I find I'm #6 on the list.

I keep sending my check, they keep me on, but I keep moving backwards. At this rate in the next 50 years I'll be #25 on the list. Does this make sense?

We have been cruising Mexico these last two years and are moving forward to the Marquesas this month. Hopefully upon my return, I can find my rightful place on "the list" and start moving forward there, too!

Norm Sween
Monte Cristo
Zihuatanejo, Mexico

Norm — Believe it or not, there might be something of a logical explanation for all this. Harbormaster Brooks Bowhay reports that you signed on the list for a 32 to 35-foot slip way back in 1977 and have now advanced to #6 in line for such a slip. While you're #6 on the list, Bowhay explains that in reality you're probably as low as #3 because as many as three of those ahead of you don't really want a slip at this time. So a few years ago you were perhaps told that you were #3 on the list of 'people who really wanted berths'.

Caliber.

*A cruising yacht that
delivers performance
... above and below.*

At Caliber, we've never subscribed to the notion that a seaworthy sailboat must naturally be sluggish, which explains why we've designed our boats to be everything *but* slow.

Our Performance Cruising Underbody™ with its sleek low-drag keel and skeg/rudder makes a Caliber seakindly, responsive, and remarkably fast in light air. And in high winds and heavy seas a Caliber has exceptional steadiness and sail-carrying ability, enabling her to outdistance yachts that are touted for their speed.

Of course, while a Caliber is designed for performance, she's also built for seaworthiness, comfort and durability — the hallmark characteristics of a serious cruising yacht.

Get the full story on our boats: the Caliber 35', 40' and the new 47'. Contact our dealer today for a free brochure.

Dealer:

(206) 633-5521

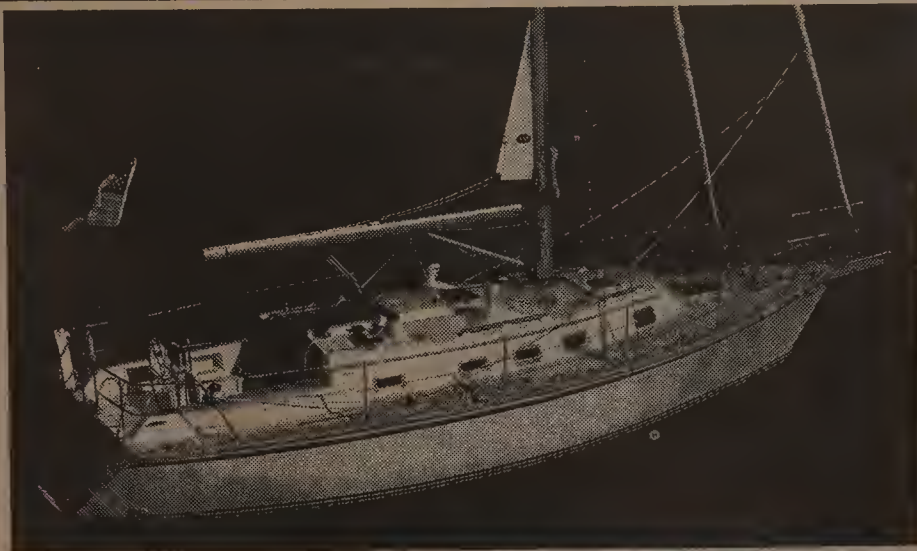


YACHTS
AND SERVICES LTD

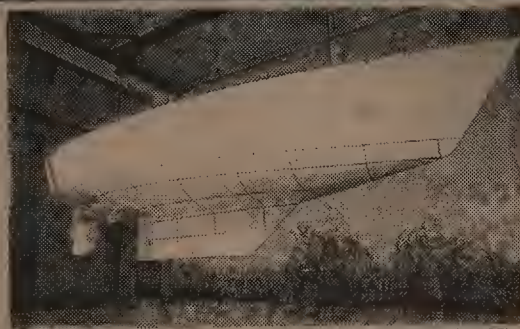
1331 N. Northlake Way • Seattle WA 98103

CALIBER
YACHT CORPORATION

Builders of:
35' 40' 47'



Caliber 35'



Caliber 35'



**The 1993
Wooden Boat Show**
Newport Yachting Center • Newport, Rhode Island
June 25-27, 1993 • 10:00 am to 6:00 pm daily

For more information or advance tickets call
1-800-225-5205

Sponsored by WoodenBoat magazine



**The Best Little
Boatyard In Marin —**
Al Blair's
MARIN COUNTY BOAT WORKS
We Do It All & We Do It Right!
Premium Painting
Classic Woodwork • Steering Conversions
Fiberglass Repair • Installations
Electrical • Blister Repair
Pick-up & Delivery Service
Expert rigging work now available!
60 TON/65 FT. MARINE ELEVATOR
★ ★ ★
Beautiful **AWLGRIIP** paint jobs
(415) 456-3154
On the Canal in San Rafael
60 Bay Street • San Rafael, CA 94901



NOW THE BEST IS EVEN BETTER...THE

CLASSIC 26TH ANNUAL

TRANS TAHOE SAILING REGATTA

JULY 10, 1993

Homewood, Lake Tahoe,
California

HOSTED BY

TAHOE YACHT CLUB

Participation in the Trans Tahoe is open to Tahoe Yacht Club members and non-members. Participating boats must be monohull sailboats (with keel), have a minimum length of 21 feet, and have a Southern California PHRF rating. Race activities include:

- Cocktail party and Tahoe-style Classic Sock-hop for pre-registered skippers, crew and mates, Friday evening, July 9 (Late registration Saturday morning, July 10).
- Classic Pusser's Painkiller Party, barbecue, and awards ceremony, Sunday, July 11.



"SAIL A CLASSIC"

For additional information, contact:
John Utter, Race Chairman
(702) 329-2311 or 786-2255

LETTERS

Bowhay says it's common for them to call somebody who has reached the top of the list to say, "Congratulations, we have a slip for you" — only to be told the slip wasn't wanted at the time or no longer wanted at all. It's not surprising when you consider that many people signed up 15 or more years ago.

A few years back the waiting list for all Monterey slips had grown to an unwieldy 600. To cull out those who weren't serious about wanting a slip, a one-time sign-up fee of \$20 was charged and thereafter \$10 a year to stay on the list. While that's reduced the waiting list to about 150, there are still those willing to pay \$10 a year to keep on the list — even though they have no present interest in a slip.

"The names on the list are moving painfully slow," admitted Bowhay, "but at least they are moving." If you have any questions, Norm, he'd like you to call.

WHY NOT CHARTER AS A BAREBOAT AND INSIST THAT I BE THE SKIPPER?

I'm confused! It seems to me that a person or persons can bareboat a charter yacht and share the expenses among the members of their group. But if I were to put my foreign-made boat up for charter, I would first have to have a 'Six Pak' license and be restricted to six paying passengers.

So why shouldn't I charter my boat out as a bareboat — but insist that I be the skipper? Would it be legal?

P.S. I enjoy reading *Latitude*, especially the *Letters*. You people have a great sense of humor and offer good advice.

Erle R. Kirk
Los Altos Hills

Erle — The laws applying to charterboats — bareboat and crewed — are so antiquated and screwed up that they are constantly being violated, both intentionally and unintentionally.

Many people, for example, are illegally 'chartering' their boats each weekend on San Francisco Bay without realizing it. All it takes is the acceptance of some kind of compensation — say the bottle of wine or picnic lunch that thoughtful guests bring — and it's technically a charter. Now the Coast Guard isn't busting people for such minor violations, but exactly how much compensation it will take for them to prosecute has never been defined.

As for intentional illegal charters, these are mainly done in response to the fact that many of today's charter laws are part of the 1919 Jones Act, which was written to apply to commercial shipping, not recreational boating. In theory the Jones Act served the joint purpose of protecting U.S. shipping and insuring the safety of passengers. It might have done that at one time, but on the recreational level, it currently does nothing of the sort.

Common violations of U.S. law affecting charters include using foreign captains on U.S. documented boats, having propane stoves on charter boats, carrying more than six passengers on uninspected boats and engaging in pseudo bareboat charters. The percentage of illegal charters in some areas, such as the U.S. Virgins, is substantial.

Now to your situation. It would indeed be illegal for you to charter your boat as a bareboat and then be aboard as skipper. That's because the Coast Guard only recognizes bareboat charters in which the owner "relinquishes control and possession" of the vessel. Some Coast Guard districts also want charterers to obtain their own insurance and have pre and post-charter boat surveys.

In your case, getting a Six-Pak license isn't going to help one bit. That's because it's illegal for foreign hulls to be used for crewed charters in U.S. waters. There is a small loophole called 'Voyages To Nowhere', but if the Coast Guard wants they can make it more than impractical to comply with.

Many owners of foreign hulls think this aspect of the law is asinine because 1) it certainly hasn't protected the manufacturers of U.S. recreational boats from foreign competition, and 2) because it doesn't increase the safety of potential passengers. It's perfectly legal, for

**Specializing in the
highest quality
sailing instruction**

- Each instructor has over 20 years experience and a 100 ton Coast Guard license.



Sausalito, CA

(415) 331-8250 • (800) 995-1668

Less than three miles from the Golden Gate Bridge!

*** WEEKEND OUTING ON 30-40' SAILBOAT**

3 Hours, \$28.50

*** LEARN TO SAIL ON 30'-32' SAILBOATS**

Obtain Your ASA Basic Coastal Cruising Certification

Learn skills to safely sail and skipper sailboats 32' and under. Emphasis is on sailing as skipper, docking and maneuvering under power, crew overboard recovery and anchoring.

- One Weekend: Basic ASA, 16 hours, \$265
- Three Weekend Package: 48 hours, \$695
- Five Day Package: 44 hours, \$595

*** CREW OVERBOARD RECOVERY PRACTICE**

(30'-36' sailboat) Learn the quick-stop and quick return in the strong afternoon winds. This course is usually taught by our head instructor John Connolly.

- Every Friday and Saturday, 5:00 pm - 8:00 pm, \$45

*** SUNSET AND NIGHT SAILING**

- Saturdays, 5:30 pm to 10:00 pm, \$65

*** ASA BAREBOAT CHARTER
AND NIGHT SAILING COURSE**

This 3-day, 2-night intensive course begins with extensive docking under power in both 36'+ and 40'+ sailboats. Then we dock under sail. Early that evening, we head out the Golden Gate a few miles to introduce ocean sailing. This course also covers boat systems, anchoring, emergency procedures, advanced sailing techniques, the Quick-Stop crew overboard recovery method and navigation.

- Friday at 10 am to Sunday at 5 pm, \$435

*** ASA COASTAL NAVIGATION
CORRESPONDENCE COURSE**

(Final exam taken at our office in Sausalito)

Price includes full range of navigational and piloting information (text book, charts, study guides, practice questions and answers.)

Also included is tutoring over the phone or in person.

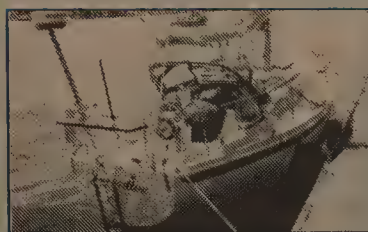
- \$95 includes textbook, all materials and ASA testing.

*** ASA ADVANCED COASTAL CRUISING
TO MONTEREY BAY**

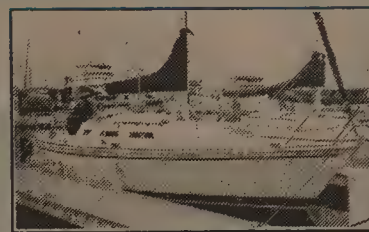
This course integrates a wide range of sailing and navigating techniques on a 42' to 50' sailboat. Designed for the individual who intends to be prepared for serious cruising, this one way journey begins in Sausalito @ 6 PM on a Thursday. You disembark 5 PM Sunday in Santa Cruz to a waiting van. This three day, offshore course will be a realistic sailing and navigation experience. (limited to 4 students). \$595

SAILING CLUB & YACHT CHARTERS

**QUALITY BROKERAGE
from D'ANNA**



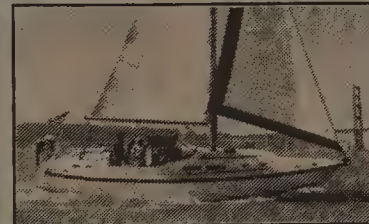
27' ERICSON. You've never seen a '27' equipped like this one! Radar, solar, AP 4000 + more. **\$16,500.**



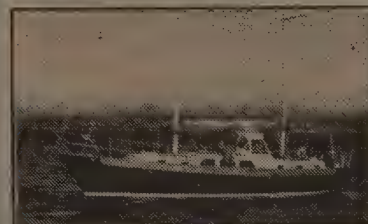
PEARSON 28, 1986. Wheel, dsl, roller furling, pole, lines lead offt, stereo, lg offt (private cabin). **\$32,500.**



S2 30 CC, 1979. The only 30 footer you can live aboard in comfort year round or just weekends. **\$32,500.**



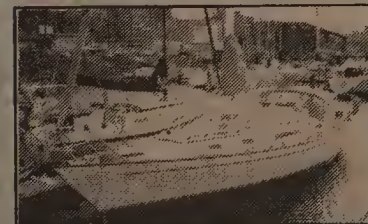
O'DAY 37CC, 1980. Autopilot, 1.5 kw generator, dinghy w/ob, cockpit enclosure, roller furling. Ideal coastal cruiser. Won't last long. **Asking \$47,500.**



PASSPORT 45, 1981. Loran, radar, autopilot, refrigeration, windlass, dinghy. Great liveaboard. **\$149,900.**



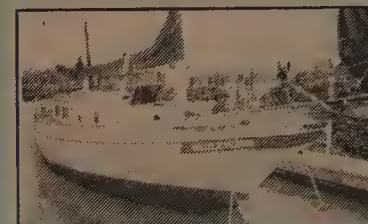
PASSPORT 42, 1988. Liferaft, sextant, EPIRB, solar panels, scuba compressor, SSB, GPS, watermaker, dinghy w/ob, windlass, and lots more. **\$225,000.**



PASSPORT 37, 1985. Robertson AP, 2000w inverter, A81 windlass, epoxy bottom, Max prop. **VERY CLEAN. \$119,000.**



JEANNEAU 34, 1985. Great performance boat w/a real interior including an offt cabin. Roller furling, 3 head sails, propane, etc. **\$48,000.**



CT 41. Electric windlass, separate shower, Autahelm 6000, Montgomery dinghy, davit, ElectroSon. Well cored for. **\$65,000.**



HUNTER 33, 1982. Loran, KM, DS, wind, repeaters for all instruments, self-tending jib, refrigerator/freezer. Owner moving up. **\$29,900.**

Just Listed! **HANS CHRISTIAN 41T, '88.** Ready to go cruising now. **\$198,000.**
HYLAS 42, '86. Well equipped and comfortable. **\$159,000.**

ALSO AVAILABLE	
BALBOA 24	\$ 5,000
CATALINA 27	\$13,500
ERICSON 27	\$16,500
CAL 2-27	\$13,900
ERICSON 28	\$28,000
PEARSON 28	\$32,500
S2 30CC	\$32,500
ISLANDER 30, 1984	\$27,500
OLSON 911S, 1988	\$48,500
HUNTER 33	\$29,900
JEANNEAU 34	\$48,000
CS 36	\$59,500
PASSPORT 37	\$119,000
O'DAY 37 CC	\$47,500
BRISTOL 38	\$46,500
DOWNEASTER 38	\$65,500
CT 41	\$65,000
PASSPORT 42	\$225,000
PASSPORT 45	\$149,900

**D'ANNA
YACHT CENTER, INC.**

Giving you more since 1974

11 Embarcadero West,
Suite 100
Oakland, CA 94607
(510) 451-7000
Fax 5104517026



Olympic Circle Students,
Catherine Heckert and Rita Brogley

Thousands of people, who never thought they could, are now sailing San Francisco Bay, bareboat chartering around the world or enjoying sailing their own yacht with confidence because they discovered:

**OLYMPIC CIRCLE
SAILING CLUB**
SAN FRANCISCO BAY



Free Brochure

9 AM
to
5 PM

1-800-223-2984

#1 SPINNAKER WAY, BERKELEY, CA 94710

LETTERS

example, for a novice sailor and 40 of his best friends to charter an ancient and dilapidated U.S.-built bareboat, while this same guy and his wife couldn't legally charter the most expertly built, maintained and crewed foreign-built yacht.

In view of this absurdity, many owners of foreign-built yachts knowingly violate the law. In the process, however, they expose themselves to potentially serious liability problems — and the wrath of the Coast Guard.

As we've said for many years, the widely-violated laws that affect chartering are in drastic need of complete revision. But given the Coast Guard budget cuts and their longstanding timidity, there'll be no significant changes anytime soon. You thus have three options: 1) Join the ranks of charter pirates, 2) buy an American hull, almost all of which are restricted to six passengers or less, or 3) struggle with the local Coast Guard district to get the details on 'Voyages to Nowhere'.

We wish you the best of luck, because you'll certainly need it.

⇕ FOR TWIST RESISTANT LINES

Poor Max Ebb! He is still getting incorrect information from Lee Helm concerning ropes. As long as he can stow his dacron braid with simple loops, don't change.

When dealing with lines that brook no twisting at all, such as long, exterior, electric extension cords and long water hoses, I found that the two loops of a figure eight do not cancel out. Rather, if the figure eight is to lie or hang flat, it requires an equal amount of twist — but in the opposite direction — as a simple loop. My experience on my boat shows me that dacron can take a lot more twist than the above lines, but in general acts the same way as the above lines. Max Ebb admitted that it seemed to be an unnatural twist.

I always stow twist resistant lines, including dacron, loop — figure eight — loop — figure eight — loop and so forth, and have almost never seen a snarl in years.

I have not used the fancy, expensive line mentioned in your February article, so Lee Helm may be right if that line is better stowed with a left hand twist which, for us right handed sailors, is made with figure eights. But for twist resistant lines, figure eights are only more trouble and are just as much an invitation to snarls as simple loops.

Karl Randolph
San Francisco

⇕ I WAS HER OFFICER IN CHARGE

The April issue of *Latitude* had two letters mentioning the loss of the schooner *Teragram* — which a few know is 'Margaret' spelled backwards.

After long service as a private yacht, *Teragram* was donated to the Coast Guard Academy in the '50s. I was her officer in charge as a cadet in 1964-'65, racing her and cruising her in Long Island Sound. That was the year before the Academy had to sell her due to the high cost of maintenance.

The letters mentioned that a picture of *Teragram* on the reef had appeared in the February issue. I'd love a copy of that photo as it would be an important addition to my scrapbook.

P.S. Sometimes I read how widely your magazine is distributed. You can add another pin to your map as the West Marine store here in Miami occasionally gets them.

R.D. Peterson, Capt. USCG
Miami, Florida

R.D. — West Marine in Miami gets *Latitudes* every month. You have to be quick, however, as they go fast.

As for the photograph, we're awfully sorry but we no longer have it or any negatives. It was taken by surveyor Mike Doyle of Honolulu.

⇕ WHY CARRY A SEXTANT?

You guys left a big flat spot on the water between Max Kirk's May letter and your response regarding the importance of carrying a

NEW SAILS - ALL BOATS SAIL REPAIRS, RECUTS CANVAS WORK



Dealer for:
Musto Weather Gear
ATN Spinnaker Sock
SPINNAKER SHOP
921 E. CHARLESTON
PALO ALTO, CA 94303
(over West Marine Products)
415 858.1544

"WOW!" What Protection...

Against line, net and weed entanglement.



All shaft sizes in stock. Next Day Delivery Available.

SPURS[®]

LINE, NET &
WEED CUTTER

285 S.W. 33rd St. • Ft. Lauderdale • FL 33315

Call for a FREE Brochure:

TOLL FREE: 1-800-824-5372

DO YOU WANT TO SELL YOUR BOAT?? FAST??

Pearson 28.....Sale Pending
O'Day 37Sale Pending
Hunter 33Sale Pending
Cheoy Lee 43SOLD
S2 30 CC.....SOLD
CS 27SOLD
Shearwater 39SOLD

D'ANNA *Is The Place for Results!!*

WHY?

- 1) The largest sales docks on the West Coast.
- 2) We get buyers nationwide with our computerized multiple listing service.
- 3) **Free dock space available***
- 4) Expert financing available . . . helps sell boats!
- 5) Professional sales staff – the best anywhere.
- 6) Ask around, we have the best reputation for customer satisfaction.
- 7) Instruction available . . . helps sell boats!!
- 8) 19 years selling sailboats – EXPERIENCE HELPS!



** Before you list anywhere . . . Call us
about our 30/90 day sales guarantee.*

D'ANNA

YACHT CENTER, INC.

Giving you more since 1974

11 Embarcadero West,
Suite 100

Oakland, CA 94607

(510) 451-7000

Fax 5104517026



YOUR SAILHANDLING EXPERTS...

Authorized Dealers • Sales • Service • Installation

HARKEN

FURLING SYSTEMS
FULL BATTEN SYSTEMS
LAZY JACKS

PROFURL

FURLING SYSTEMS

Forespar

E-Z FURL MAINSAIL
SPINNAKER POLES

**SCHAEFER
MARINE**

FURLING SYSTEMS

**Hood YACHT
SYSTEMS**

FURLING SYSTEMS
STO-MASTS

DUTCHMAN®

MAINSAIL FLAKING SYSTEMS

- RACING SAILS
- CRUISING SAILS
- REPAIR SERVICE
- CUSTOM LAZY JACKS



**Before Buying
Check Our
Competitive
Pricing!**

Call Robin Sodaro or Al Mitchell

(415) 332-4104

466 Coloma St., Sausalito, CA 94965

LETTERS

sextant and H.O. tables onboard. I'll have to generate a fresh breeze here so's we can sail through this zone rather than start the motor.

Max asserts that if you have a bag full of GPSs and a bag full of fresh batteries, you'll never have trouble figuring out where you are. Barring jamming of the satellite signals — which is presently unlikely — Max is correct. So why carry a sextant? Especially in light of the editorial comment that you don't keep a horse and buggy in case your car breaks down.

But then why sail if you have a working motor? All those sails, sheets and rigging to take care of — what a hassle. And, it takes so goddamn long to get anywhere that way.

One of the most wonderful courses I ever took was Celestial Navigation. It was taught at Santa Rosa Junior College with great enthusiasm and affection by Jim Connell, a retired Air Force man. I found myself not only gazing at the stars, but having names to identify them with. Based on my study, I gained a rudimentary understanding of and a heightened appreciation for the beautifully choreographed ballet of the celestial bodies as witnessed from "that marbled bowling ball" — as songwriter Joni Mitchell once described our humble planet. On top of all that, a number of those glittering jewels swirling about us in the velvet void are kinetic milestones and road signs. With the proper instrument, time, tables and calculations, we can avail ourselves of their reliable guidance.

Granted, celestial navigation has its limitations, primarily in overcast conditions, and GPS is indisputably an invaluable navigation asset. I'm a little confused still, though. When you mention "those who haven't had an opportunity to see the light", are you referring to the LED in a GPS or heavenly lights? And finally, for God's sake, just spell the word. If it starts with good, clean sex it *must* be worthwhile.

P.S. I'm still looking for more Bay and coastal crewing experience and would love to crew on an ocean crossing.

Jesse Goodman
Healdsburg

AN ENDLESS SOURCE OF PLEASURE AND PRIDE

The item in last month's *Letters* section about sextants is right on. I'm teaching a celestial navigation class at Richmond YC and my first words to the class were almost identical to those in the letter you published. "If you want to know your location, buy two GPSs and some spare batteries."

The study of celestial navigation today has more to do with staying in touch with the world around you and being in harmony with nature — rather than taking instructions from yet another computer display. Another aspect is the historical one; sort of like learning macrame as opposed to just learning one or two knots that are the bare essentials.

Celestial navigation is surely an anachronism, but it provides an endless source of pleasure and pride to those who have mastered it.

Bill Myers
Shay
Richmond YC

Jesse & Bill — We think both of you are right on the money. Celestial navigation is clearly not the best way to navigate, but it does serve to keep you much more tuned into the world around you. There is wonder and entertainment in the night sky, and it's a loss to those who don't make the effort to appreciate it.

GPS is indeed sensational. Last month, after sailing nearly 1,200 miles across the Caribbean, we were able to work our way down to the reef-strewn San Blas Islands in a thick fog and torrential rain. We were able to do so because the combination of GPS and radar let us 'see' confidentially through the mist and rain. Had we been equipped with a combination of SatNav, sextant and Loran, we most certainly would have had to miss these spectacularly beautiful islands.

There remain, of course, two cautions that accompany the use of GPS. The first is that the GPS system is far more accurate than many charts, particularly older ones. Many coastlines and islands are



BOAT YARD

Since 1926

CRUISE • RACE • COMMERCIAL
DO-IT-YOURSELF • STORAGE • MARINA

QUALITY REPAIR

RE-FIT AND NEW CONSTRUCTION

BEST RATES IN THE BAY AREA!

- ★ FREE Quotes – Work Guaranteed ★ 60 Ton Lift
- ★ *Marina Slips Available to 100-ft* ★ Free Rained-Out Laydays
- ★ Guaranteed Blister Work ★ Planking and Fine Joiner Work
- ★ LPU Paint ★ USCG & Navy Certified Metal Fabrication
- ★ Certified Level II N.D.T. ★ Quality Assurance Program
- ★ Good Repo Boats For Sale:
 - 60' Carry Craft, Great Delta Houseboat
and Hotel • Bar • Dinner Cruiser
 - 30' & 50' Sailboats
 - 37' & 36' Chris Crafts

SANFORD-WOOD

530 West Cutting Blvd., Pt. Richmond, CA 94804

(510) 236-6633

SANFORD • WOOD

SVENDSEN'S

FULL SERVICE YACHTING CENTER



FULL SERVICE BOATYARD:

- Yacht quality woodworking shop
- Excellent fiberglass repairs
- Complete engine & electrical service
- 80-ton elevator
- 35-ton travelift



COMPLETE MAST & RIGGING SHOP:

OFFERING DOCKSIDE SERVICE

- Custom aluminum, wood, stainless fabrication
- Racing spars
- Kit masts & booms
- Harken furling systems
- High performance rig tuning
- Swedging
- Wire to rope splicing



METAL FABRICATION SHOP:

- State of the art equipment
- Skilled professionals
- Let us quote your next job



1851 CLEMENT
AVENUE
ALAMEDA, CA
94501

BOAT YARD
(510) 522-2886
OPEN M-F 8-5

LETTERS

incorrectly plotted and can be a source of misfortune for the mariner who relies totally on GPS.

Secondly, the GPS system can and has been turned off from time to time. Next month we'll tell you about a Los Gatos sailor who got caught sailing across the North Sea in winter when the system was temporarily shut down.

HE DOESN'T FLY IN BOEING 747s EITHER

Frank Taylor's May letter bashing multihulls (*Unsafe On Any Sea*) is certainly a cause for amazement. Who would expect that some people still have intense feelings — even hatred — against multihulls?

It reminds me of a well-known English boating writer who, in 1983, claimed that multihulls were banned in Australia due to the great loss of life. He had, in fact, confused his headlines. In the two year period of racing he was referring to, some 35 lives had been lost in monohulls and four multihull capsize.

Having inconsiderately stayed afloat to allow the rescue the crews, and to be later recovered themselves, the multihulls got the usual large amount of publicity. No one seemed very interested in the various monohulls that had sunk — no photos, no publicity — until it was realized a lot of lives were being lost. It seems this writer's solution for the lives lost in monohulls was a ban on multihulls.

Loss of life in sinkable boats continues, while the modern unsinkable multihull is rapidly establishing an excellent safety record.

As for multihulls not being structurally sound, I guess Mr. Taylor doesn't fly in Boeing 747s either — their wings have to withstand much greater stresses than a multihull's beams. Structural integrity is simply a matter of designing for the stresses — once known — and ceased to be an argument against multihulls years ago.

Though now a multihull designer, I started sailing monohulls, and have experienced 'Roaring Forties' storms in both types of boats off New Zealand. I enjoy sailing in monos and multis, would sail anywhere in either, and can get concerned in either type in different situations. In general, however, I now prefer the tri for their better sailing characteristics and comfort. Contrary to Taylor's claims, properly designed and built multihulls will cost considerably more than a monohull, and 'cheapness' is not a reason for their current increase in popularity.

With regards to insurance for multihulls, it is readily available for all multihulls. There are, however, some traditional insurers that have yet to recognize the major safety advantages of unsinkability and shallow draft, which combine to make it very difficult to lose such craft.

Ian Farrier
Bellevue, WA

MODERN MULTIHULL PITCHPOLES

I am writing regarding Frank Taylor's May letter about the safety of multihulls.

His letter pointed out the danger of ocean voyages in multihulls. Let me begin by emphasizing that I love multihulls and other radically fast sailboats. But I'm very concerned that some readers may be lulled by your editorial response into believing that modern multihulls are safer than the early multis.

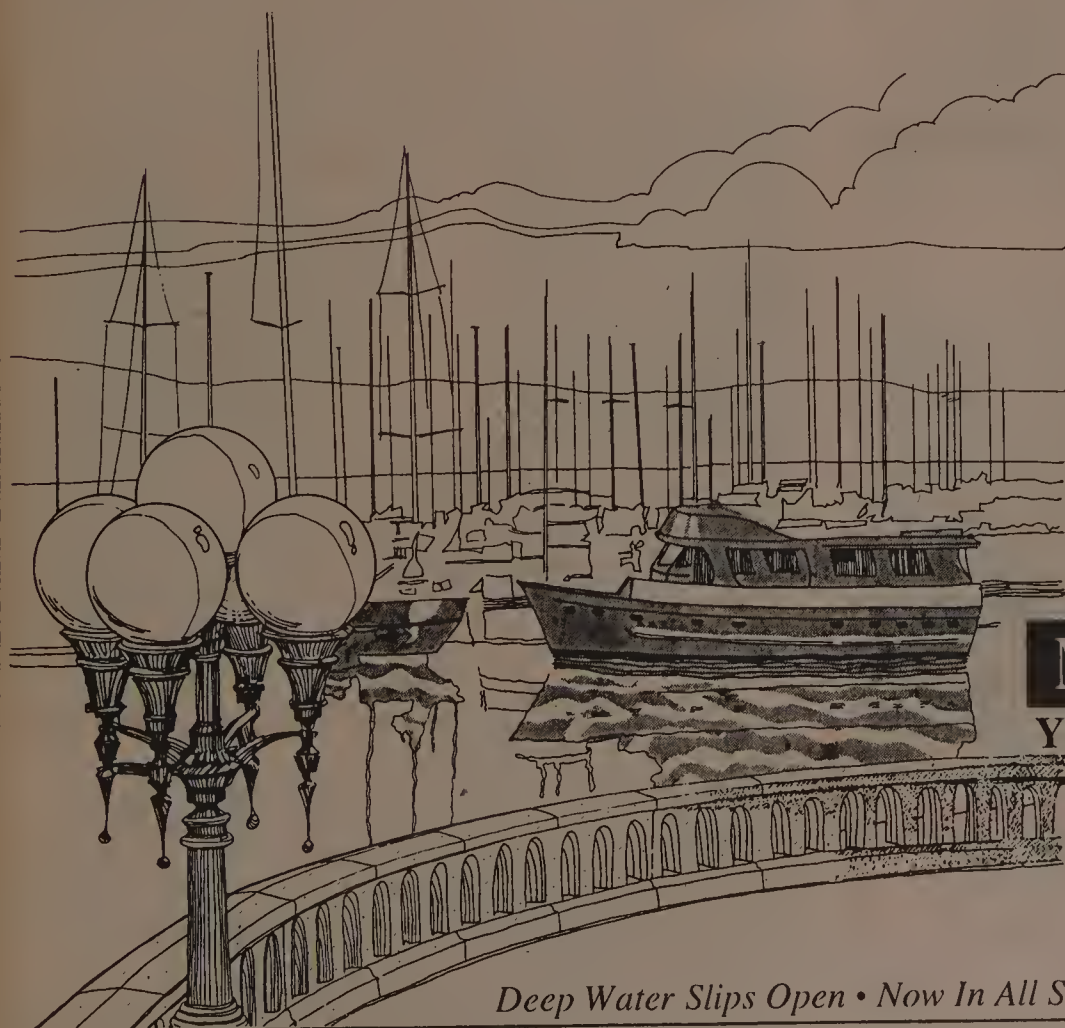
For about the past ten years, I've been reading discourses by multihull enthusiasts and designers about how modern multihulls are safer than the early designs. I agree that modern designs are usually more structurally sound. But I strongly disagree that they are more seaworthy. In fact, the opposite is usually the case.

Most modern multihulls are lighter and have taller masts and more sail area than earlier designs. When these characteristics are combined with the greater beam, which is so common in modern multis, the result is a boat far more likely to pitchpole than the older designs. Those who follow multihull accidents are already aware of numerous modern multihull pitchpoles in recent years.

Once again, I love these fast modern multis, but anyone who goes

MARINA (mă-rē'nă), *n.* a docking area for small boats. (*according to Webster*)

MARINA (mă-rē'nă), *n.* 1. a safe, secure docking facility in protected waters with wide, stable, clean concrete docks. 2. a facility offering full service hook-ups at each slip with state-of-the-art equipment. 3. a place to leave your boat with peace of mind, ample, convenient parking, nearby shopping, restaurants, snack bar, laundry facilities and clean heads. 4. boat facility with unlimited service and courteous staff. (*according to Marina Village - the definitive marina*)



MARINA VILLAGE
YACHT HARBOR
Alameda, California

We've redefined Marina.

(510) 521-0905
or call VHF CH 16

Deep Water Slips Open • Now In All Sizes

You Can Learn to Sail with the Best...for Less



The Best Training System

- 30 years of Experience
- Structured Practice
- Expert Instruction
- Guaranteed Results

The Best Location

"The Richmond Riviera"
Protected Area for Beginners
Visit Pt. Richmond's "Old Town"

The Best Prices

Compare and Save 25 to 45%
Three-Class Package \$895 through Bareboat
Low Cost Boat Rentals
Unlimited Boat Practice from \$88 per month

THERE ARE NO SHORTCUTS TO LEARNING SAFE SAILING



Complete
Learn-to-Sail Package
Qualifies You to Sail 28'-40' Boats

Basic Keelboat (3 days - 24 hours) \$395*

Basic Coastal Cruising (3 days - 24 hours) \$445*

Bareboat Charter (2 days, overnight - 36 hours) \$595
\$1,435

Basic 2 Class Package \$595*

3 Class Package \$895

***1/2 OFF
FOR
SPOUSES**

THERE ARE NO SHORTCUTS TO LEARNING SAFE SAILING

Tradewinds
Sailing Club - Sailing School

COMMITTED TO EXCELLENCE AND VALUE

1-800-321-TWSC (8972) • (510) 232-7999

Brickyard Cove, Pt. Richmond

SERVING AND TEACHING SAILORS FOR OVER 30 YEARS

LETTERS

to sea in one should be aware that he is probably taking an even greater risk than the pioneers such as Arthur Piver and Hedly Nicol, both of whom died while sailing their designs.

Alan Adler
Palo Alto

Alan — Given the astounding variety of multihulls available today — from hell-bent French monsters to conservative bareboat catamarans — we're not sure how accurate such a generalization as yours might be.

↓↑ I'D RATHER BE UPSIDE DOWN ON THE TOP

As the owner of a newly purchased, modified Cross 36 trimaran — in which I hope to cruise in a few years — and a Cross 26, which is for sale in the *Classy Classifieds*, I agree there are many misconceptions about multihulls. I'd like to thank *Latitude 38* for taking an unbiased opinion, reporting the facts both good and bad.

In response to *Unsafe on Any Sea*, I would like to point out that well-designed and well-built cruising multihulls do not have a tendency to break up in seas. If the seas are so bad that a multi will not survive, the chances are that a mono will not survive either.

The most significant contribution to the misconception that multihulls have a tendency to break up has been the multitude of backyard-built multis in the Bay Area, some of which have been built using the same construction techniques as found on the monohull *Signal of Peace*.

(I don't want to offend anyone, but *Signal of Peace* is not a safe cruising boat. Also, many local backyard-built multis have been well built.)

The first thing anyone mentions to me upon hearing that I own a multihull, is a multihull's inherent propensity to flip. No one ever mentions the monohulls' inherent propensity to sink. Clearly both are problematic design flaws. Multihull accidents are like small plane crashes — despite their small numbers, they always make front page news. If someone would compile the statistics, I think they would find that the chances of flipping a cruising multi are no greater than sinking a mono.

To their credit, I would like to add that there are several cases of people surviving long periods in flipped multihulls. Maybe not in complete comfort, but in greater safety, and with more provisions than in an inflatable life raft. The case mentioned at the end of Taylor's letter, a 35-foot tri flipping off Bermuda, is one of them. It should be noted that the only reason the father of the four boys died was because he was a diabetic and his insulin was lost. And as someone once said, "I'd rather be upside down on the top, than rightside up on the bottom."

But in general, I think the whole multi-mono controversy is at the same level as the Jessie-Westsail controversy. Any boat you choose will have trade-offs. The only way you can argue that one boat is better than another, is when applying it to the personal taste of the owner, and the conditions for which it will be used. People, please lighten up on each other.

Kenneth Lee Benner
Giraffe, Cross 26
San Francisco

Kenneth — Lighten up, indeed! 'Hear! hear!' for such sage advice.

↓↑ WILL WORK FOR KIWIS

A few years ago, I took six months off from the 9 to 5 routine and traveled around the world. I visited many lovely places, but New Zealand was the jewel. The people are wonderful, the terrain spectacular and varied, there is a rich sailing tradition and they have a way of life that appeals to me more all the time. In fact, so much so that I wish I lived there.

But it's not so easy for an American to go there and — here's the



SUMMER VALUE
New inventory of Helly Hansen lightweights!
Jacket\$20.95
Pants\$16.95
Suit\$37.90!!



**PELICAN
DINGHIES**
Now in stock!

TRADITIONAL SMALL BOATS

12' Montgomery row/sail 1,250
17' Wherry '89, oars, sail, trailer **REDUCED!!** .. 3,500
19' Rowing shell with wooden Piantadosi oars Complete 1,200
15' Nash Whitehall, cushions, oars 2,200

THE BOATER'S FRIEND
805 University Ave., Berkeley, CA 94710
(510) 848-4024

~ Our New Hours Are ~
9:30 am - 6:00 pm Monday - Friday
9:00 am - 5:00 pm Saturday

EXTENSIVE SELECTION OF USED GEAR

Double your money at Boater's Friend

One lucky boater will receive up to \$500 in merchandise credit. Winner will win amount equal to their sales receipt drawn. Drawing on June 30!

SUMMER SPECIALS

Don't leave your slip without them!

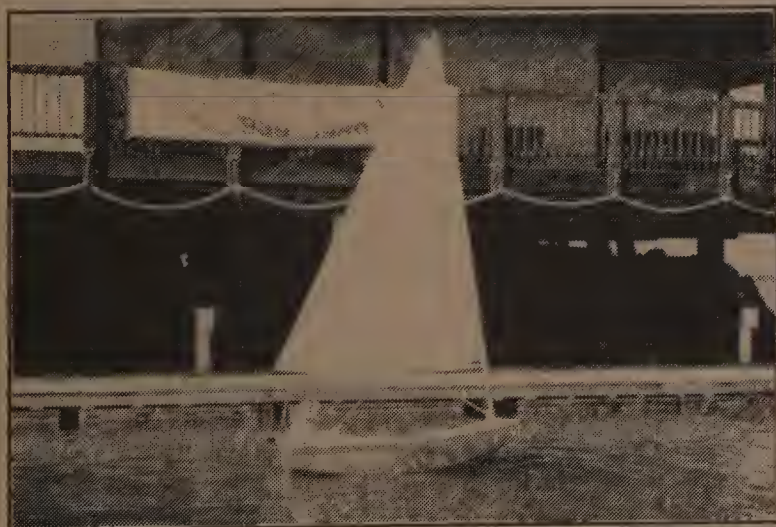
Inshore/Delta

California Boater's Guide
in stock\$17.95
Yachtsman Chartbook - New!
in stock\$34.95
The Ultimate Hat - It Floats
three styles in stock ...from \$27.00

Offshore

Offshore Safety Harness
by Holland Yacht Equipment
two new styles in stock\$36-\$61
Personal Halogen Strobe Light
safety in-stock\$29.95

JUNIOR SAILING PROGRAM at Berkeley Yacht Club



June 21 - July 2	Beginner's Session I	\$200
July 12 - July 23	Beginner's Session II	\$200
July 26 - Aug. 6	Intermediate Session I	\$200
August 9 - August 13	Advanced Session	\$100
August 16 - August 20	Heavy Weather Lasers	\$150

Aspiring sailors 9-16 are eligible • Scholarships available

• **FOR MORE INFORMATION** •

Call Frank Laza, BYC Junior Sailing Program Director,
at (510) 548-1210 days
for a full program brochure.



BRISBANE MARINA WITH EASY ACCESS TO SAN FRANCISCO BAY

- ★ Deep well marked entrance.
- ★ Private restroom & showers
- ★ All concrete construction
- ★ 24 hour security



PROTECTED WATERS

COME IN AND INSPECT OUR
MODERN FACILITIES.

SLIPS ARE AVAILABLE TO 66FT.

FOR MORE INFORMATION CALL
OUR HARBORMASTER'S OFFICE
AT (415) 583-6975

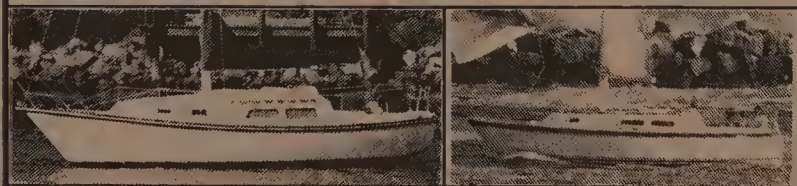
LOCATED AT SIERRA POINT



From No. or So.
on Hwy 101 take the Sierra Pt.
Pkwy Marina Blvd. exit.

You Can SAIL

All These Boats for



\$198/mo

HOW?

Join our sailing club and sail any of the above
31-ft and under yachts **as much as you'd like**
for only \$198/mo.

• COMPARE TO OWNERSHIP •

Purchase 30-ft sailboat*		Tradewinds Sailing Club	
Down payment	\$7,000	Down payment	\$ 0
Tax	\$2,000	Tax	\$ 0
Monthly mortgage	\$ 350	Monthly dues*	\$ 198
Slip @ \$5/ft.	\$ 150	Slip @ \$5/ft.	\$ 0
Insurance	\$ 12	Insurance	\$ 0
Maintenance	\$ 50	Maintenance	\$ 0
Your Time	?	Your Time	0

* Conservatively low estimated costs

*On a 12-month contract
*SAIL FOR FREE if you buy a boat.
Dues can be applied to purchase.

**NO INITIATION FEES AND
NO DAMAGE DEPOSIT REQUIRED.**

Tradewinds
Sailing Club - Sailing School

COMMITTED TO EXCELLENCE AND VALUE

Brickyard Cove, Pt. Richmond 1-800-321-TWSC
SERVING AND TEACHING SAILORS FOR OVER 30 YEARS

LETTERS

catch — work. If I went today, my savings might last six months. Even this would require a visitor's visa. The consulate says I need a job offer in order to obtain a work visa. If I thought I could wait tables or something, I'd just go over there.

Currently I work at an Art Center in Sausalito where I restore former Army buildings that now house artists. I have worked at the San Francisco Museum of Modern Art on the installation crew, local galleries and know much about crating, handling, etc. of artwork. Obviously my life has had a lot to do with art, and I found the creative energy in New Zealand exciting.

I also love to sail. I grew up on Lake Huron, weaved through the reefs of Fiji for two years and now enjoy crewing at the Beer Can regattas. Yeah, you say, New Zealand needs another sailor like Newcastle needs more miners.

Finally, there's the issue of me wanting a job that could be filled by a local.

If I could just win races like Rod Davis I suppose everything would fall into place. Similarly, I could marry a Kiwi woman — I am single. I would welcome any advice.

Bruce Kremer
San Francisco

Bruce — When Nike says, "Just Do It!", they know what they're talking about.

People call us up all the time and say, how can I get a berth on a boat for Antigua Sailing Week? Or how can I join a boat cruising in Thailand? While it's possible you might bump into somebody in California who can offer such a situation, the chances are highly unlikely. On the other hand, if these people would go to Antigua or go to Thailand, and knock on hulls and make themselves known, well, their chances would be about a million percent greater.

If you want to live in New Zealand, go there. As any adventurer knows, something almost always works out. And even if it doesn't, it's better than not having tried to pursue your dream at all.

Incidentally, it was only a few years ago that a cruiser wrote us saying that Yanks could indeed get legal jobs in New Zealand, despite the fact that country has bad economic problems. For details, fly to Auckland. Heck, if worse comes to worst, you can probably get under-the-table jobs looking out for and taking care of yachts for owners who've flown back to the States.

THE MEN HE SLANDERS ARE INDEED GUILTY

I find it incredulous that I am writing a letter to you. I've been reading the *Letters* since *Latitude's* inception. I have always found them interesting, sometimes insightful, often controversial, and — as your esteemed founder and publisher will attest — have even borne the brunt of a letter or two over the years. But it wasn't until David Falkowski's May letter that I was ever moved or incensed enough to respond. Falkowski's intimations are so slanderous and devoid of fact I could not let them go unanswered.

The three gentlemen he has singled out are not to be confused with Mother Teresa. They spare no quarter on the race course. However, they are above reproach when it comes to the spirit of competition. All given tirelessly of their time, efforts and finances to promote the sport of yacht racing. A statement of basic facts will expose Falkowski's position as an obvious knee-jerk reaction, a result of not doing well in a regatta:

1) Chris Corlett is one of the most tenacious competitors I have known. Additionally, he is probably one of the better sailors the Bay when it comes to preparing a crew and campaign. As the chairman of the local PHRF committee, he is not allowed to vote on an item on the floor, except in the case of a tie. Manipulating handicaps would be most difficult from such a position — unless Falkowski is also ready to indict the rest of the PHRF committee!

2) Max Gordon, owner of *Bang*, sits on the National IMS Technical Committee, chairs one of its subcommittees, and heads the local IMS

THE BOATER'S FRIEND

805 University Ave.
Berkeley, CA 94710

(510)
848-4024

~ Our New Hours Are ~

9:30 am - 6:00 pm
Monday - Friday

9:00 am - 5:00 pm
Saturday



MUSTO

Exclusively from Boater's Friend



Musto Offshore

Boater's Friend recognizes when you really are serious about ships and the sea nothing but the finest in foul weather gear will do.

Musto quality keeps you drier, warmer and more comfortable. Plus product development from Antarctica to the Whitbread assures you of a product built to last.

Before you invest in foul weather gear, make sure you see Musto – available only at Boater's Friend.

NEPTUNE II WATER-BASED ANTIFOULING BOTTOM PAINT

NEPTUNE II WATER-BASED ANTIFOULING BOTTOM PAINT

Outstanding Anti-Fouling Protection That's Easy On The Environment And Easy On You!

It doesn't matter how easy to use, easy to maintain, or environmentally safe a bottom paint is if it doesn't work! That's what sets Woolsey NEPTUNE II above all other anti-foulants of its kind—besides being the safest, easiest-handling waterbased bottom paint on the market, it's also the most effective with a powerful self-polishing, copper-rich biocide that provides maximum protection against all types of fouling organisms, including the tenacious Zebra Mussel.

NEPTUNE II can be easily applied directly over any existing bottom paint (as long as it's in good condition) and subsequent applications do not require additional sanding. There are no toxic solvents or vapors to breathe and clean-up is a snap using plain water. Since NEPTUNE II doesn't oxidize, all you do is hose it down after haul-out, then when you're ready to re-launch, hose it down again... that's all there is to it!

When it's time to re-finish your bottom, do it the safer, easier, more effective way with NEPTUNE II, available in three popular colors (red, blue and black) at your local marine paint dealer.

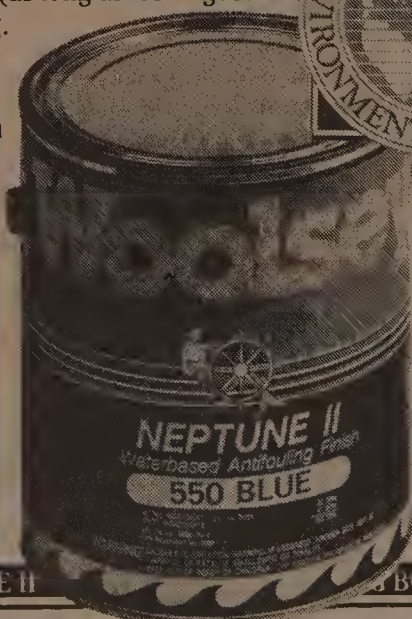
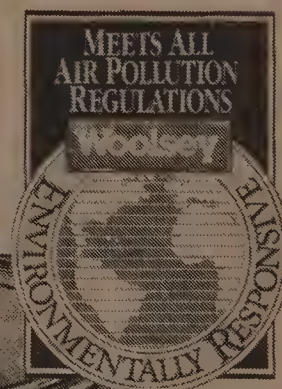
Woolsey®/Z*SPAR®

The Winning Combination

Available at chandleries everywhere. Or contact:

Western Marine Marketing (415) 459-4222 • Fax 453-7639

Also available from Woolsey/Z*SPAR: Captain's Waterbased Polyurethane Varnish; Captain's Waterbased Satin Varnish; Aquabrite Waterbased Topside Finish (white only); Aquabrite Waterbased Undercoater.



NEPTUNE II WATER-BASED ANTIFOULING BOTTOM PAINT

NEPTUNE II WATER-BASED ANTIFOULING BOTTOM PAINT

NEPTUNE II WATER-BASED ANTIFOULING BOTTOM PAINT

NEPTUNE II

NEPTUNE II WATER-BASED ANTIFOULING BOTTOM PAINT

You Can EARN \$\$\$\$ WITH YOUR SAILBOAT.

Let us show you how!

By placing your current boat or a new one in our charter program you gain these benefits:



- Unlimited sailing
- Guaranteed income
- Your boat is kept clean and well maintained
- Your arrangements are with the oldest sailing club in Northern California

Tradewinds can help you with yacht ownership by eliminating maintenance and making a *substantial* contribution towards operating costs. Substantial? In some cases we can pay more than 100%. Yes, we generate a profit!

Cut Your Cost of Owning

Let's be realistic . . . Owning a sailboat in this day and age can be expensive. But Tradewinds Sailing Center has been in business over thirty years and helped pioneer excellent yacht ownership programs. We have a track record and can discuss and show you boats in our program currently covering their owners' costs. No, not all boats generate a profit, but all provide a considerable subsidy to their owners.

If your current boat is too expensive or sitting idle, or you're looking to buy a new boat, call us for a free evaluation of your boat's savings and profit potential.



COMMITTED TO EXCELLENCE AND VALUE

Brickyard Cove, Pt. Richmond

(510) 232-7999

SERVING AND TEACHING SAILORS FOR OVER 30 YEARS

LETTERS

Technical Committee. His expertise with the IMS rule is well-known and well-earned. He is not only a student of the rule, but has often used his own boat as the Bay Area's IMS guinea pig. In an effort to maximize his own performance, he has re-rated *Bang* each time the often unstable rule has changed. He has been more than willing to share what he has learned. Even Gordon's most vocal competitors have sought his insight on how to best float their boats before measurement!

3) Falkowski points an accusatory finger at Dick Horn, our local IOR and IMS measurer. Horn's *Screamer* was actually measured by Myron Spaulding who, we all know, sits at the left hand of God. Dick goes so far in his effort to maintain his integrity as an International Measurer that he will avoid sailing his boat in certain regattas, specifically to avoid the pettiness Falkowski perpetuates.

4) Finally, I believe for the first time in its history the Big Daddy Regatta was sailed strictly using PHRF as its base handicap. Ratings were modified by a committee of RYC members, which included none of the aforementioned. In the past, Jim Antrim has always done the handicapping using IOR or IMS as its base.

Perhaps Falkowski doesn't realize the individuals he has impugned are sailors who love their sport and are always giving something back to it. Without being specific, let me say the men he slanders are indeed guilty. Guilty of giving hundreds of volunteer hours to YRA, guilty of being financial benefactors to the junior programs at their yacht clubs, and are often guilty of being willing — when asked — to share their knowledge and ability. These are sailors who are actually guilty once a year of gathering the trophies they have won — which seem so important to Falkowski — and giving them to their yacht clubs to be recycled into junior programs!

I feel fortunate to have sailed with and against not only the three mentioned specifically, but most of the PHRF committee members as well for over 20 years. I must say that they have shown me their transoms on too many occasions. Unlike Falkowski, I have learned something constructive each time I was out-sailed by these men. He seems loathe to realize that these sailors win because they sail more frequently, with better crews, and on better prepared boats than the average sailor. Their level of success more often comes from preparation and experience than the tool they are using.

Perhaps had Falkowski devoted a similar effort to a fully-crewed practice and strategy session, he might have been able to see the finishing order instead of reading it on the yacht club wall after the race! Hell, I'll wager — in spite of the fact he has aspersed Corlett in print — that if Falkowski will buy the beer and sandwiches, I can get Christopher to spend an afternoon helping get his program up to speed! That's the type of sailors these guys are.

Yes, I have probably overreacted to Falkowski's letter. But I feel very strongly that our sport is more in need of life support than unfounded finger pointing — especially when the finger is pointed at those who work at promoting sailing and racing!

Dick Pino
Sails By Marion
Alameda

THE DOCK STOPPED, BUT THEY DIDN'T

I respectfully request that *Latitude 38* publish an 'atta-boy' to recognize the rescue of two drowning victims by Sgt. Mike Wilson at 0115 hours on 1 January 1993 at the Martinez Marina.

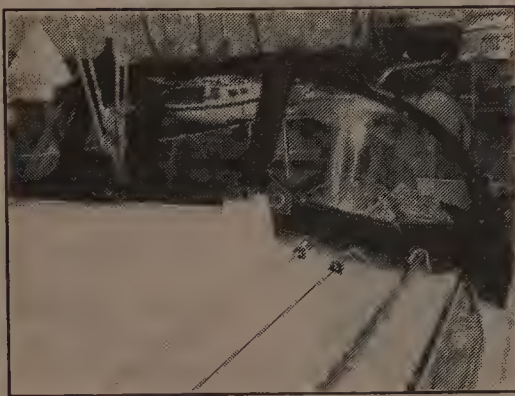
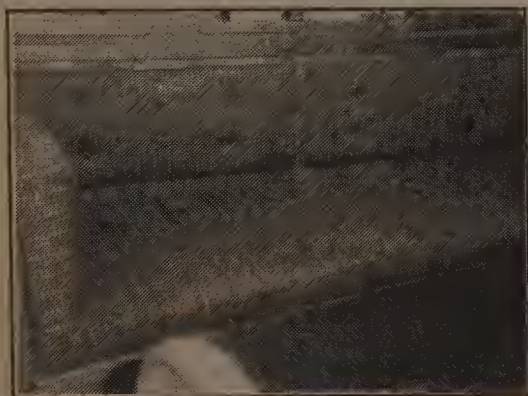
Sgt. Wilson is a security police supervisor for Inter-Con Security at Onizuka Air Force Base in Sunnyvale. After working the swing shift on New Year's Eve, he drove home to his boat, a 34-ft Pacemaker that's docked in Martinez. At 0115, he observed a man and woman walking on the dock next to his boat. They continued to walk towards the side of the dock, but did not stop. The dock was lighted, but the couple had been drinking and walked off the dock into the cold water of Carquinez Strait! Neither was able to swim.

Sgt. Wilson ran from his boat and pulled the woman from the

STAR



BUCK



IN

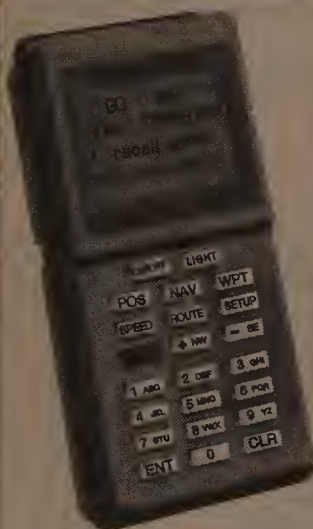
OUT

ALL ABOUT

**DODGERS • CUSHIONS • COVERS • BOOM TENTS
SAIL COVERS • AWNINGS • REPAIRS**

**300 INDUSTRIAL CENTER BUILDING • HARBOR DRIVE • SAUSALITO, CA 94965
(415) 332-2509**

SUPER DEAL - SUPERSPORT GPS



**Accessory Pack
Only
\$99.95***

Hand-held or fixed mount, this GPS continuously tracks 5 satellites, responds to changes in position and velocity within 2 seconds, carries 133 map datums in memory, has capacity for 250 waypoints, and is accurate to 15 meters with SA off. (Differential Ready) If you buy now, the complete accessory pack is just \$99.95. See a participating dealer for complete details!

MICROLOGIC
EXCELLENCE IN NAVIGATION

*\$250.00 value
Includes: Rechargeable battery pack, 110 VAC battery charger, mounting bracket, cigarette lighter adapter, external antenna with 25 ft. cable, and 10ft power data cable

Maritime Electronics
1539 S. Winchester Blvd.
San Jose, CA
(408) 378-0400

Maritime Electronics
300 Harbor Drive
Sausalito, CA
(415) 332-S086

Star Marine Electronics
2415 Mariner Square Dr.
Alameda, CA
(415) 769-7827

Medicine at Sea

DICKIE L. HILL, D.O.
United States Coast Guard Ship Surgeon

Offshore Medical Seminars
USCG approved medical training
Ships Medicine Chest Supply

9 Years Experience
3, 5, & 8 Day Seminar

131 First Street
Benicia, CA 94510



Call for Monthly
Seminar Dates & Availability

*Caribbean Seminar,
St. Martin • June 12-20*

707-745-3785

Dimensions

LOD 36'
LWL 31.5'
17,000# displacement
7,000# lead, internal ballast
125 gallons of water
80 gallons of fuel
Underbody-modified fin keel
with skeg-mounted rudder

1980 C & L 36' Sloop

Accommodations
Forward cabin-double
Main cabin-dining table
makes into double, with single to port
and small double to port in the aft

Electrical

Furuna 16-mile radar mounted on stainless steel tower
Voyager Loran, flasher depth sounder, VHF radio
ICOM 735 Ham radio with automatic antenna-tuner
(backstay insulated)
mast head tricolor and strobe, tower and cockpit spot lights

Equipment/Power

Valvo Penta 35 hp with sail drive
Offshore dodger with cover
Harken roller furling size 2, storm jib, cruising main
Hogin furling sail 135%, 5 Barlow winches in cockpit
Simpson-Lowrance mechanical windlass
Danforth hi-tensile 28# with chain and line
Bruce 33# with chain and line
Spinnaker and gear (pole mounted vertical on mast)
Mast walker retractable mast steps
Walden boom brake size 2
(doubles as preventer and vang)
Espar forced air central heater
Walter flash water heater
Shipmate propane 3 burner stove/oven

707-745-3785 • \$55,000 • 131 First Street, Benicia, CA 94510

You Can BUY

A New HUNTER VISION 32 or 36.



HUNTER'S VISION SERIES IS THE FUTURE OF SAILING.

Exciting performance, simplified sailing, and fabulous accommodations you'll never want to leave. A free-standing rig, large aft cabin, and walk-through transom make Hunter Visions the best family cruiser on the market today. Call us for an appointment to see A VISION OF THE FUTURE.

Brokerage Boats for Sale



1978 NEWPORT 30 II
Lots of sails and gear.
\$19,995



1984 Hunter 37
Cutter rigged. Low hours.
\$49,995

22' O'Day 222, '86, O/B, w/trlr	7,995	30' Newport 30 II, '78, dsl	19,995
23' Hunter, '89, O/B, w/trlr	9,995	31' Hunter, '83, dsl, wheel	31,995
23' Shock, '89, O/B, w/trlr	Pending	31' Cal, '83, dsl, wheel	33,995
25' Catalina, '86, O/B, swing keel	10,995	34' Wylie, '79, dsl, full race	29,995
25' Catalina, '87, O/B, w/trlr	12,995	34' Hunter, '83, dsl, aft cab, whl	44,500
27' Catalina, '72, O/B	6,995	36' Islander, '77, dsl, wheel ... Try	29,995
27' Catalina, '79, I/B	10,995	37' Hunter, '84, dsl, cutter, whl	49,995
27' O'day, '76, I/B	9,995	40' Hunter, '84, dsl, aft cab, whl	67,995
27' Ericson, '73, I/B	11,995	41' Morgan O/I, '79, dsl, ketch	68,995
27' Lancer Pwr Sailer, '84, O/B ...	12,995	41' Morgan O/I, '78, dsl, ketch	89,995
27' Hunter, '90, O/B, trlr avail	26,995	42' Ferrocement, '79, dsl, ketch	15,995
28' Newport, '82, dsl, wheel	19,995	45' Explorer, '79, dsl, cntr ckpt	159,995
29' C & C, '78, I/B, wheel	19,995		

BOATS ARE SELLING - WE NEED LISTINGS

Call (510) 232-7999 for an appointment to view these fine boats.

Tradewinds
Sailing Center

COMMITTED TO EXCELLENCE AND VALUE

Brickyard Cove, Pt. Richmond

SERVING AND TEACHING SAILORS FOR OVER 30 YEARS

LETTERS

water with a boat hook. He then went back for the man, who was conscious but had panicked. He thus had to be wrestled onto a small boat before being transferred to the dock. Sgt. Wilson took both to his boat and treated them for hypothermia. When their condition improved, he returned them to the boat where they had been staying.

Sgt. Wilson would have been recommended for a medal if he was still in the Air Force or working for the Department of Defense. He is a civilian and recognition by *Latitude 38* would be greatly appreciated.

John H. Livingstone
Col., MP, United States Army Reserve

John — Attaboy, Sgt. Wilson. Had we been aware, we would have recognized your life-saving efforts month ago.

⇓⇑ BALLAST SHOULD BE CARRIED LOW

Max Ebb's April column concerning water ballast was certainly informative. However, we wonder why Lee Helm didn't generalize her discussion to include all internal ballast arrangements.

After all, if the ocean or lake cannot know what is in the boat, then the water ballast could be replaced by the same weight of lead. For a given hull form, the equivalent weight of lead would sit lower in the boat. The total displacement and the water plane would be unchanged while the center of gravity would drop. Voila! More righting moment than with the same weight of water.

From these considerations we conclude that whatever ballast is carried should be carried low. For example, a big bulb of lead on the bottom of a deep keel so that displacement stability is augmented by center of gravity stability.

It seems to us that water ballast in a trailerable sailboat has two functions: one is to create righting moment in the event of a knockdown. The other is that water ballast does not require compensation if the boat is holed and positive flotation is desired.

And consider this: In Friday Harbor we saw small fishing boats being built using — we were told — water ballast to give a smoother ride through chop.

We love your 'zine.

Ann Thrope
Patty Melt
Davis

⇓⇑ NO LOCK ON FAST BOATS

Trader, the first of the Estonian-built Andrews 70s mentioned in your February issue, should be shipping as this is written. Both *Trader* and her sistership *Renegade* are expected to compete in the Mackinac Race this summer.

As Bill Lee claims in the *Letters* section of the March issue, Santa Cruz may have pretty women, mean dogs and old whiskey — but as for faster boats, we'll have to see on the race course. The 1993 Ensenada Race indicates Bill doesn't have a lock on fast boats:

ULDB 70: 1) *Victoria*, Andrews/Dencho 70; 2) *Grand Illusion*, Santa Cruz 70; 3) *Alchemy*, Andrews/Dencho 70.

IMS: 1) *Aldora*, Andrews 56; 2) *It's OK!*, Andrews 43.

ULDB A: 1) *Outta Bounds*, Andrews 50; 2) *Pythagoras*, Olson 40; 3) *Pressure Cooker*, Santa Cruz 52.

Keep up the good work on your magazine!

Alan Andrews
Long Beach

⇓⇑ FOUR HOURS OF SUNSHINE IN 30 DAYS

Thanks for the mention in the February issue. No, I didn't sail off the edge of the earth. I am, as you said, in Kennebunkport, Maine. I teach the boat design course at the Landing School two days a week and design boats the rest of the time.

I do miss all my friends from the Bay Area and the racing scene. There aren't any of my designs sailing in this area yet, although a



DEALER INQUIRIES INVITED.

WINNING NUMBERS.

In three years we've sold over 800 boats. More than 2,000 people are sailing JY15's in 32 fleets nationwide.

At major regattas last year in Florida, Newport and the Midwest, JY 15's were the largest 2-person fleets on the course. And our 1992 North Americans drew 90 boats from 22 states.

Now for the real winning numbers: 38 of the North American teams were husband and wife. 22 were parent and child. And nine were juniors.

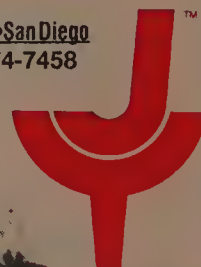
Not your average racing demographics. But then, the JY15 is not your average racing sailboat. For the number of the JY15 dealer nearest you, or to order our \$4.95 video, call 1-800-333-JY15.

WEST COAST DEALERS

Seabird Sailing•Berkeley
(510) 548-3730

Action Watersports•Marina del Rey
(310) 827-2233

Wm Graves•San Diego
(619) 274-7458



SAILING FOR THE NINETIES

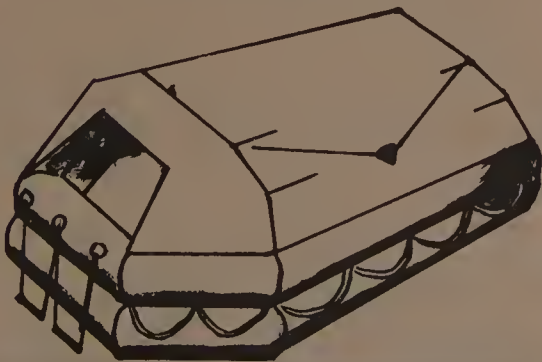
JY SAILBOATS, INC. 38 BAYSIDE AVENUE, NOANK, CT 06340 • (203) 536-6567 • FAX (203) 536-9848

H E W E T T

USCG APPROVED TESTING FACILITY

**SALES • SERVICE
REPAIRS • RENTAL • REPACKING**
OF
USCG, SOLAS, COMMERCIAL,
YACHT AND FISHERMAN

**INFLATABLE LIFERAFTS
INFLATABLE BOATS**



MARINE COMPANY

555 SELBY STREET

SAN FRANCISCO, CA 94124

(415) 826-4433 TELEX I.T.T. 4971778 FAX 415-826-1122

Detco Dares To Be Different.



Finally A Varnish With Real Guts! We proved it's the best and now it's your turn. Try Crystal, the varnish that dares to be different.

Now Available At :

Crow's Nest Stores	(Pac N/W)	(206) 632-3555
Fisheries Supply	(Pac N/W)	(206) 632-4462
Kettenburg Marine	(So. Cal)	(619) 224-8211
Llewellyn Supply	(L.A.)	(310) 834-2508
San Diego Marine Exchange	(So. Cal)	(619) 223-7159
Svendsen's Marine	(No. Cal)	(510) 522-7860

Call 1-800-845-0023

DETCO

P.O. Box 1246, Newport Beach CA 92663

SOBSTAD SELLS FURLEX

We recommend and sell
Furlex for the same
successful reasons
we sell
Genesis:

- Superior Design
- Superior
Performance
- Superior Value

ASK ABOUT THE NEW
FURLEX MAINSAIL ROLLER
REEFING SYSTEM.

SEE SOBSTAD
AND FURLEX
AT THE NCMA
JACK LONDON
SQUARE
IN-THE-WATER
BOAT SHOW.

Furlex is the World's
Largest Selling Furling Gear.



Sobstad

(510) 234-4334 • (510) 234-8192

RACING

CRUISING

1230 BRICKYARD COVE RD., PT. RICHMOND, CA 94801

LETTERS

Farallon 29 did pass this way a couple of years ago. A lot of my design work is still for San Francisco clients. I recently completed a design for Rod Holt specifically for the Melbourne-Osaka Race and I am currently working on a 33-foot shorthanded racing boat for another client from Northern California. Other projects include a 40-foot meter-style race boat and a 60-foot BOC boat.

Just prior to moving back, Rod Holt, Brownie and I sailed *Sir Isaac* from Osaka to San Francisco in exactly 30 days. Is there any sort of record for the passage in that direction? It was a pretty grey and stormy trip, with only four hours of sunshine the whole way.

I, too, was at Sail Expo as an exhibitor, and am sorry that I missed the members of the *Latitude* staff. It was great seeing other Bay Area friends like Hans Bernwall, Gordy Nash, Jim and Sally DeWitt, Chuck Hawley, and Jim and Diana Jessie. It was also interesting to learn of the controversy about the Jessies' articles firsthand. Sail Expo was terrific; I hope there will be a West Coast edition soon.

Chuck Burns, Naval Architect
P.O. Box 1166, River Locks Road
Kennebunkport, ME 04046

Chuck — True or not true? That 60-foot BOC boat you're designing is for a certain neighbor who, not that long ago, was President of the United States.

DOING BACKFLIPS IN HIS GRAVE?

I have some bad news for Ken Richards, who wrote to you about his "Angleman Magellan ketch".

Recently I talked to two fellows in San Diego who own real Angleman ketches. One owns a *Seawitch*, the other a *Mayflower*. To paraphrase, both said, "I knew Hugh Angleman. Hugh Angleman was a friend of mine. A Magellan is no Angleman ketch."

These experts worked with Mr. Angleman and swear that he never designed a fiberglass boat in his life. Indeed, he had a high disregard for fiberglass.

Angleman could have qualified as an eccentric. He stopped allowing backyard versions of his *Seawitch* to be built, for example, because the backyard builders weren't following his plans exactly. Since he was such a stickler, he is probably doing backflips in his grave every time his name is incorrectly associated with a fiberglass boat.

Robert J. Coleman
San Diego

A COLLISION WAS AVOIDED BY INCHES

As the old adage goes, 'dog owners look like their dogs'. So, too, do yacht names reflect those who sail on them.

On May Day, my friend and I were on a lovely cruise up San Pablo Bay towards Vallejo. We had *Alert's* kite up and our Avon inflatable in tow on the most perfect of days — bright sunshine and a pleasant steady breeze. We were sailing on the north side of the huge racing fleet that was on its way to Vallejo. We purposely sailed to the north in bad current, figuring it would keep us clear of the perceptive competitors, who would stay to the south of us.

After two hours of sailing and exchanging pleasantries with some of the racers, the crew of an Express 27 overtaking from our port side started screaming: "Come up, come up."

"I'm not racing," I replied, "towing an inflatable isn't fast." At that point the little boat headed up 30 degrees and the crew shouted obscenities. I threw the tiller to leeward and ragged my sails, avoiding being hit by just a matter of inches.

The fact that we weren't racing seemed obvious to the several hundred other entrants that passed us. We find it hard to believe that concept would be lost on the crew of an Express 27. It also seems obvious that the obnoxious children aboard the Express had never perused the blue book known as the *International Yacht Racing Rules*. So it's appropriate that I quote a few pertinent passages:

SOBSTAD GENESIS SAILS:

Ocean Tested. Race Proven.



Sobstad's revolutionary GENESIS sails are not only a breakthrough for one-design and grand prix racing but for shorthanded sailing and cruising as well. The demands on sails from shorthanded ocean racing can be intense. For speed and safety the sails you use have to be fast and dependable. Speed and dependability is why Joe Thierrault chose a full batten GENESIS mainsail and a 130% roller furling GENESIS jib for his ocean-going trimaran Sundowner. Once again Joe Thierrault proved the worth of his GENESIS sails as he set a new course record and was 1st to Finish, 1st in Class, and 1st in Fleet, in the challenging 1993 Singlehanded Farallones Race.

Call us to find out how we build so much extra range, ease of handling and resistance to stretch into these carefully engineered seamless sails. Then you'll understand why so many knowledgeable sailors have changed to a full inventory of Sobstad GENESIS sails.

Sobstad



Since 1965

(408) 454-0868

SANTA CRUZ

SALES & SERVICE

Dave Hodges

(510) 234-4334 • (510) 234-8192

RACING

CRUISING

1230 Brickyard Cove Rd., Pt. Richmond, CA 94801

Norman Davant, Jocelyn Nash, Seadon Wijsen,
Pat Brown, Kevin Bagg, Dave Mosher.

M-F 8AM-5PM and by appointment

REPAIRS AND RECUTS ON ALL BRANDS OF SAILS

YANMAR ENGINE SALE

**More Power,
Less Weight**




More compact, Yanmar's pleasure craft engines have become an industry standard on new and repowered yachts. If you're looking for performance and reliability, Yanmar is your engine.



CALL TODAY FOR OUR BEST QUOTES

If you do your homework you'll find it the smartest buy anywhere!

**Atomic 4 Special
Rebuilt**  **Universal**

SALE PRICE \$2350

GENERATORS

NORTHERN LIGHTS
DIESEL ELECTRIC &
POWER SYSTEMS

We Sell, Install & Service
The World's Best Generator!
Call for Quotes

**QUALITY SERVICE FOR YOUR CLASSIC OR
CONTEMPORARY YACHT ON OUR MARINE RAILWAY**

• Make reservations for your haulout today •

Complete: Keel • Hull • Paint • Spars and Rigging
Electronics • Hardware • Engines • Generators • Haulouts

Repair / Sales for: Yanmar • Universal • Perkins •
Westerbeke • Pathfinder • GMC • Detroit • Caterpillar
Northern Lights • Onan

**Richmond
Boat
Works**

616 W. CUTTING BLVD., RICHMOND, CA 94804
(510) 232-5800 • Fax (510) 232-5914

LETTERS

PART IV — Right-of-Way Rules:

"The rules of Part IV apply to yachts that intend to race, are racing or have been racing in the same or different races . . . etc. All other vessels shall be treated in accordance with the International Regulations for Preventing Collisions at Sea (IRPCAS)."

The IRPCAS has no provisions for 'luffing rights'! In other words, the Express had no right to cause me to alter course.

SECTION C Special Rules:

75 Gross Infringement of Rules of Misconduct

75.1 PENALTIES BY THE RACE COMMITTEE OR PROTEST COMMITTEE

(a) The race committee or protest committee may call a hearing when it has reasonable grounds for believing that a competitor has committed a gross breach of good manners or sportsmanship.

Just after the Express nearly hit us, the very polite crew of a Santana 35, *Northern Light*, felt compelled to apologize for the little boat's crew who had sailed off leaving rude comments in their wake.

Incidentally, the Express was aptly named *Student Driver*.

Michael C. Lingsch
San Francisco

Readers — Mike Lingsch has raced all over the world on grand prix yachts and has won, among other races, the Singlehanded and Doublehanded Farallones a number of times.

THE SAILING COMMUNITY IS A SMALL ONE

It's ironic that Bob Baldino wrote in to complain about the theft of sails and gear from his Soling, since he never bothered to pay us for the sails he ordered two years ago.

The guy deserves no sympathy from your readers because he practices the same thing that he accuses others of doing.

He is right about one thing, however — the sailing community is a small one.

Steve Taft
North Sails
San Francisco

Readers — We attempted to contact Baldino for comment, but were unsuccessful. We've gotten no response to messages left him regarding this letter.

IS IT ALWAYS THIS CHALLENGING?

We have the desire to own a boat, but don't have a boat yet.

We could be interested in the Explorer 45 such as the owner from Martinez wrote about — or any other well-found 40-foot plus sailboat suitable for a family of four.

And it's not that we haven't tried to buy one. We've been seriously looking for a boat for the last two years. But between poor timing, a bad broker and a lost pink slip, we might be still looking next year. Help!

Is it always this challenging finding a boat?

Ray Jacobus
2250 River Bed Court, Santa Clara CA 95054

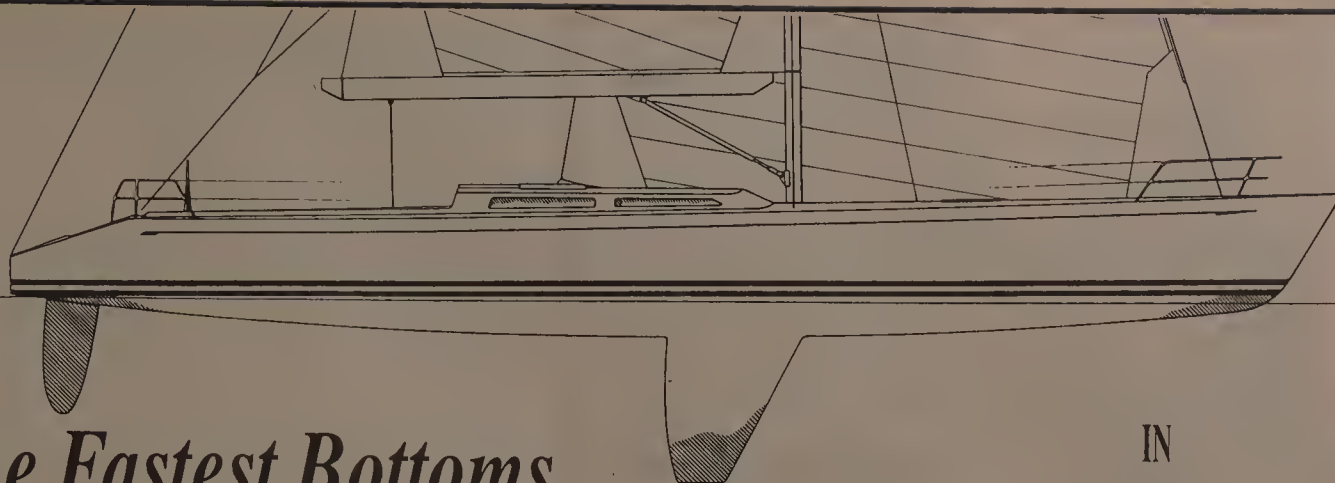
Ray — We see so many boats we want that our biggest challenge is resisting buying them. But then we're boataholics.

Pardon our confusion, but exactly what kind of 'help' are you looking for? The way we've always seen it, shopping for boats is one of life's great pleasures. And given the fact that it's still pretty much a buyer's market — see this month's Sightings for details — we can't understand the nature of the "challenge".

AN UNFAIR PERSONAL ATTACK

In response to the *A Horse with No Wings* article that appeared in the April issue of *Latitude*, written by the Executive Editor, there were

When you want
to get serious
about going fast
...Come to
the home of
"Fast is Fun"



For The Fastest Bottoms...

HARBOR MARINE

IN
**SANTA
CRUZ**

Prep & Painting by Al Turley & Will Schmidt

Our List of Winners Includes:

Ingrid • Merlin • Mirage • Eclipse • Rocket 88 • Outrageous • Terminator
and many, many more!

495 LAKE AVENUE • SANTA CRUZ HARBOR • **(408) 475-3131**

AIR CONDITIONING ON A CRUISING BOAT?



GLACIER BAY finally makes it practical with A/C
and refrigeration IN ONE SYSTEM.

GLACIER BAY, developer of the world's first HFC-
134a refrigeration systems, introduces another
revolutionary first - **HOLDOVER REFRIGERATION
AND AIR CONDITIONING IN A SINGLE SYSTEM.**

Our new patent-pending "ARCTIC AIR" option
package makes your GLACIER BAY refrigeration
system serve "double-duty" as an efficient,
powerful air conditioner at a fraction of the cost,
size and weight of independent A/C units.
GLACIER BAY systems are guaranteed to be the
most reliable, energy efficient refrigeration (and air
conditioning!) you can buy.

GLACIER BAY, INC.

4053 Harlan St. #113, Emeryville, Ca. 94608
Tel (510) 654-9333, Fax (510) 658-3996

OYC for WOMEN

LOOK... In addition to being good for men the
Oakland Yacht Club is a great place for women who
enjoy Cruising, Racing and Water Sports. Women
members enjoy a warm fellowship centered on club
activities including informative Networking, Cruises,
Racing, Parties and Social Events.

YOU will enjoy a New-State-Of-The-Art-Club House
where you can host your friends with pride at the
friendly bar and top class restaurant with reknown
chef, Bradi Faye.

BEST of all you will have friends and supporters to
share in your dreams and your fun and a great slip to
berth your boat in*

**COME TO DINNER ANY FRIDAY NIGHT
AND LOOK US OVER**

THE OAKLAND YACHT CLUB

At the foot of Triumph off Atlantic in Alameda
Phone: 510 522 6868 - VHF WHX 314
or call: MEMBERSHIP 510 521 7500 BOLTON

* A LIMITED NUMBER OF SLIPS AVAILABLE ON
APPLICATION

Winning Isn't Everything!



But it sure feels good!

Just ask Charles & Eulalie Bloomer with "Ramona," who won First Place in Division A at the 9th Annual Sea of Cortez Race Week 1992. This was but one highlight on a year's cruise to Mexico. Their new Hogin Sails made sailing that much nicer.

HOGIN SAILS

Specializing in cruising sails for 25 years
New Sails • New Covers • Repairs
Recuts • Used Sails



In the Alameda Marina at
1801-D Clement Ave. • Alameda, CA 94501
(510) 523-4388

Mon-Fri 9 a.m. to 5 p.m. • Sat 10 a.m. to 2 p.m.

LETTERS

serious distortions, a one-sided version of the facts, and the article was replete with half-truths.

The editor's article was apparently triggered by a typographical error in my biography. The error was mine because of the way it was typed. However, it could have been construed to read that I am one of the Board of Directors of the St. Francis YC; it was supposed to read that I am a member of the club. The fact of the matter is that I have never represented myself or ever claimed to be a board member of the St. Francis. To all of the club members who read this, I wholeheartedly apologize.

The biography does, however, correctly and directly state that I am on the board of the U.S. Sailing Association, which is the national governing body for the sport, and the San Francisco Bay Yacht Racing Association. What the bio does not tell is my long-term involvement with women in sailing on the Bay, all of the race committee, protest committee and regatta chair work that I have done, and how active I am at the national level. The biography does correctly state all of my accomplishments while working for AT&T, to the point that I was nominated to the Academy of Women Achievers for my efforts.

More importantly, the support and enthusiasm generated over my America's Cup effort — and the non-profit organization designed to carry on after 1995 — has been overwhelming. I have been able to pull together a team of women with significant credentials, an operational staff. With Autodesk software, we will begin our design process.

The crux of this letter is to answer some of the half truths that were written. First of all, the committee did not reschedule the March 1 meeting just for me. I have letters on file from them to back up this claim.

Secondly, during the 1984 Big Boat Series, we did indeed cross the line first, five consecutive times — even though we didn't finish first on handicap as was correctly pointed out in the article. We were given honors, recognition and a special presentation at the awards ceremony for that effort.

I think the real tragedy of the article is not so much discussing me and my shortcomings, but diminishing what the West Coast Racing Syndicate accomplished between 1982 and 1985. I saved some of the articles from that time. A sampling of the headlines reads: *Almost All-Woman Crews Show How To Win At Sailing; California Girls, Tanned And Tawny They May Be, But These Girls Are Out To Win; Striding Ahead, Women Find Speed Thrills On San Francisco Bay; Predominantly All-Woman Team Favorite At Big Boat Series.*

I stand by our achievements and remain dauntless in hailing our accomplishments as tremendous and historic for women sailors. I was there, I know what we went through. Many thought we couldn't do it, but we did.

More to the heart of the issue is the question of my letters from sponsors that were not accepted by America's Cup '95. The facts are that everything I presented to the committee was not acceptable. I have formally asked the committee to see letters that have been used for sanctioning in the past. I only request this because of information given to me by people with knowledge who I trust who suggest that letters of much less substance have indeed been submitted and then sanctions granted.

The lawyer who wrote the letter of intent that I have been using is highly regarded in the sports and entertainment field of law. His experience in these matters is, to most people, unquestionable. Eight days prior to, two-and-a-half months in possession of, and twenty bonafide sponsor meetings later, the committee rejected his letter. I have documentation to support this issue as well.

My concerns regarding the biased treatment are supported by two documents that I have in my possession. John Marshall states in a paper passed out at the St. Francis YC on April 20, that "key members of the San Diego YC urged us to muster our resources into a full syndicate. Science Applications International Corporation (SAIC)

\$99 HAUL & LAUNCH

Call today to reserve space. Limited time offer.
Ask about our incredibly low prices for
bottom painting.

WHY CHOOSE US?

Lowest rates on the bay
Guaranteed craftsmanship
We always finish on time

COMMERCIAL/PLEASURE/POWER/SAIL

(510) 237-0140

310 WEST CUTTING BLVD, PT. RICHMOND, CA 94804

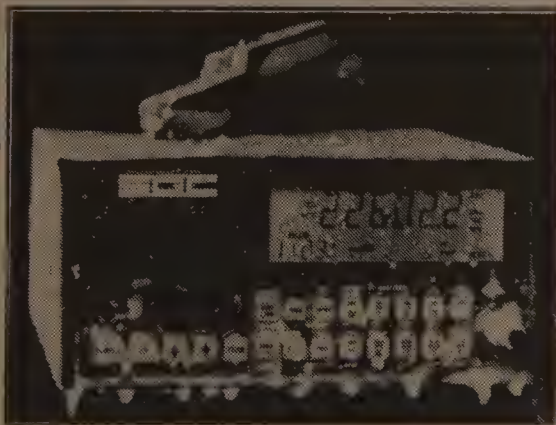


BAY SHIP & YACHT CO.

BOAT REPAIR

NOW A MARINE SSB AT A HAM RADIO PRICE!

Tested
Tough



SGC has been building specialized HF equipment since 1971.
Now this full feature SSB is available at only \$1799, *with tuner!*

SSB/VHF • Icom Marine • Kenwood • Panasonic • SGC • Uniden	PC SOFTWARE • Weatherfax • HF Fax & AEA • SSC • Davis Sight Reduction • Radar Trainer • Signet Racing/Performance • Starpath Radar Trainer • Fleetwise Instructional • Navlink 1.2	ANTENNAS • Shakespeare • Spyder • Celwave	COMPUTERS • Keycamp 386SX 25mhz	CHARGING/MONITORING SYSTEMS • APC • CDM • Fourwinds Wind Charger • Heart • Trace • Cruising Equipment
RADAR • Furuna • Raytheon • Panasonic • ICOM	BATTERIES • Gel Cells • 6 & 12V American	EPIRBs • Alden • Arc • Litan	GPS • Magellan • Interphase • Garmin • Mikralogic • Panasonic	WEFAX: • Furuna • SSC-Computer • Sea • Alden • AEA
			APs • Alpha • Robertson • Autahelm	INSTRUMENTS • RVH • Datamarine • Autahelm • VDO • Ritchie
			WX STATIONS • Davis	

**ALTA MARINE
ELECTRONICS**



Store location in Grand Marina
2021 Alaska Packer Place, Ste. 8
Alameda, CA 94501
(510) 523-6011

SIX GOOD REASONS TO JOIN THE OAKLAND YACHT CLUB



1. Friendly club-priced bar and first class restaurant with Master Chef
2. Open boating fellowship in state-of-the-art new clubhouse
3. Super cruises and racing activities for all
4. Active seminars review the latest in the boating world
5. More than 300 club members share your dreams and values
6. Competitively priced slips available for club members

WE COULD GO ON... But we think you should come over for dinner on Friday night and share an evening with us. Even better: Try on a slip and stay the weekend!

THE OAKLAND YACHT CLUB

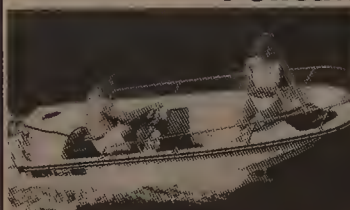
At the foot of Triumph off Atlantic in Alameda
Phone: 510 522 6868 - VHF WHX 314
or call: MEMBERSHIP 510 521 7500 BOLTON



WHALE POINT MARINE SUPPLY COMPANY

SPECIAL • SUMMER • SALE

Pelican Tenders



ARUBA 12

OAL 11'4" • Beam 59" • 210lb
Mahogany bench seat • Nav Lights
SPECIAL \$1995



Caribe 8

OAL 7'9" • Beam 49" • 88lb
2 bench seats • Fully foam filled • Keel
SPECIAL \$595

EVINRUDE OUTBOARDS

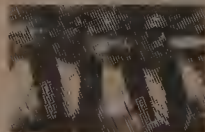


Evinrude Outboard Engines

	List	SPECIAL
2hp.	\$691	\$550
3hp.	\$838	\$695
4hp.	\$1088	\$895
6hp.	\$1397	\$1095
8hp.	\$1691	\$1295
9.9hp.		\$1650
15hp.		\$1850

(Prices for short shaft & rope start)
Other models available.

Suspenders Inflatable Vest



SPECIAL

Auto inflator w/harness **\$159.95**
Manual inflator w/harness **\$139.95**
Infl. Vest only - auto **\$119.95**
Infl. Vest only - manual **\$99.95**
Harness only. **\$49.95**
(Tethers not included)

Leland Emergency Strobe



Compact, lightweight strobe can be your lifesaver. Light pulse visible for up to 3 miles and flashes up to 60 hours.

List \$39.95 • **SPECIAL \$19.95**

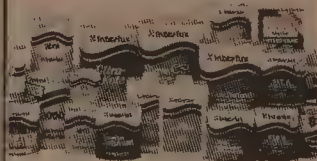
Harken Running Rigging



20% OFF

Most blocks, travelers, etc.
(\$25 min. purchase)

Interlux All paints



X Interlux

40% OFF

(3 quarts min. purchase)

64 Railroad Ave • Point Richmond
(510) 233-1988

Mon - Sat 9AM - 5 PM • Wed 9AM - 7 PM
Sun 10 AM - 4 PM • Closed on Thursday

LETTERS

endorsed the plan to be organized as a syndicate". Chuck Nichols, president of America's Cup 95, is employed by SAIC. And why do you suppose on January 26, five days before my presentation, the committee made a proposal complete with drawings and signed by Chuck Nichols to the Port of San Diego stating that there would be only two, not three syndicates? Pretty clear-cut examples of their support and trying to create a level playing field, as they like to say — not hardly. But then who said that the San Diego YC and their quest to keep the Cup has been fair play?

I may not have a gold medal around my neck or many international titles to claim as mine, but does that mean that I don't have the right to pursue entering a team of women into the America's Cup or creating an international organization for women? Are these goals that majestic? Or am I being criticized for having high aspirations?

Key members of the San Diego YC and the America's Cup Committee ought to be ashamed of themselves for what they've said about women sailors. Being told that an all-woman crew is reckless and unsafe; knowing that the committee believes that women can't sail an IACC boat competitively, suggesting that I put cross-dressers on my team; being told that we would crash into Dennis Connor and his only boat; and, that it would be a waste of time to race against us, is demeaning.

And shame on the editor for his unfair personal attack on me and his condescending attitude towards the Pegasus Syndicate and its effort to field an all-woman team in the next America's Cup. It's clear to me that the editor decided to write a truly slanted article with a definite axe to grind.

Lynda Corrado
Pegasus Syndicate

Lynda — The only axe we have to grind is the truth. And we grind it as sharp as we're able. The feedback we've gotten on the article from female and male sailors familiar with the situation has been almost universal: "Someone has finally called her on all this nonsense!"

In all honesty, we think you need a strong reality check. You're clearly still under the delusion that the Strider effort was a "tremendous and historic" achievement for women's sailing — despite the obvious flaws that a man drove the boat and that the boat, in the mind of apparently everyone but you, had finishes of 10, 10, 8 and 10 (a fifth race was abandoned due to race committee error).

If that's "tremendous and historic", where are you going to find sufficiently superlative adjectives to describe the achievements of local women who actually drove their own boats and did well? Women like Amy Boyer, who at age 19 was a top finisher in the rugged Mini TransAtlantic with a Wilderness 21, and at age 20 placed high in the Singlehanded TransPac with the same boat? Or a Linda Newland, who did very well in the singlehanded race from San Francisco to Japan? Or women sailors who have won local championships? Or the women who have singlehanded their own boats around the Pacific?

You would also seem to need a strong reality check with regard to the existence of your alleged sponsors. When asked for specifics about them, you quickly backed off until you said there was just one: Autodesk. Yet when we called Autodesk, they made it clear they had not and would not be giving your syndicate any money. Any reasonable person then had to wonder: were your \$2 million-a-crack sponsors merely figments of your imagination?

Unless an individual starts with unlimited funds such as a Bill Koch, their most precious commodity is their credibility. We hate to say it, but you started to blow yours from the git-go with your bio. You say your listing yourself as a Board Member of the St. Francis YC was just a typo. Baloney. A typo is a jumble of nonsense caused by mistruck keys, not a false but coherent self-serving claim.

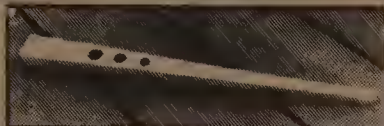
That in itself wouldn't have been so bad, but the untruths and distortions continued unabated in the bio. As mentioned above, the



HANDCRAFTED RADAR ARCH



CUSTOM GOOSE NECK



HANDCRAFTED ALUMINUM TILLER



CUSTOM TWIN BOW ROLLER

METAL MAGIC

Custom Marine Fabrication • Stainless • Aluminum

*"Marine metal work —
it's not part of our business—
it's our only business."*

- Custom Fabrication in Stainless and Aluminum
- Dock space at our doorstep
- We sell raw materials
- Automated plasma cutting
- Metal shearing
- Radar Mounts
- Davits
- Bow Rollers
- Exhaust Systems
- Polishing
- Heli-arc welding
- Machining
- Pipe bending

Now Open Saturdays

333 Kennedy Street
Oakland, CA 94606

(510) 436-5133

Fax (510) 436-5134



BALLENGER SPAR SYSTEMS, INC.

- Custom Racing and Cruising Spars
- Mast Kits
- M24, O25, O30, SC27, E27, Santana 35, Mercury, Daysailer, Thistle, and more, in stock
- Navtec Rod Rigging
- Discounts on Halyards, Standing Rigging, Deck Hardware, Furlers, Navtec Integral Cylinders
- Mast Parts: Goosenecks, Sheaves, Spreaders, etc.
- Expert Design and Consultation Services
- Over 20 Years Experience
- Bay Area Pickup and Delivery Available

Ballenger Spar Systems, Inc.

1053A 17th Ave.

Santa Cruz, CA 95062

(408) 462-2890

Fax (408) 462-2124

Lower Lower Lower Lower

**Lower your boat loan payments.
Refinance now!**

Refinance for a more favorable rate or term.

Put the money you save in your own pocket.

Very competitive rates available on yacht purchases.

Call for information on the variety of plans offered by America's leader in yacht financing.

Joan Burleigh

(510) 865-3600

2415 Mariner Square Drive
Alameda, CA 94501

OR

Bob Allen

(714) 261-5222

1100 Quail Street, Suite 210
Newport Beach, CA 92660

ESSEX CREDIT CORPORATION

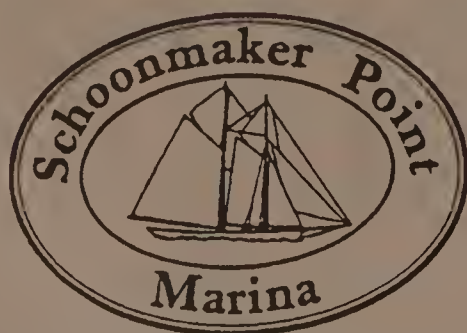
Loans will be made or arranged pursuant to a California Department of Corporations Personal Property Broker license or Consumer Finance Lender license. Minimum loans \$25,000.

SCHOONMAKER POINT MARINA IN SAUSALITO



"Sausalito's finest marina"

- 160 Berths
- Handling up to 200' Yachts
- Guest Moorage
- Dry Storage
- Three-ton Hoist
- Deli
- Build to suit up to 66,000 sq. ft.
- Waterfront, offices, industrial and commercial space.
- Rowing
- Kayaking



85 LIBERTY SHIP WAY, #205, SAUSALITO, CA 94965

Phone (415) 331-5550

FAX 415 331-8523

LETTERS

whole business about Strider was misleading at best and blatant lies at worst.

During our phone conversation, your credibility continued south. "Just because a man was driving and another was working the bow doesn't mean it wasn't an all-woman's team," you claimed. If that makes sense to you, you're singlehanded on an ocean of your own. The same goes for the statement, "So what if it was handicap racing; we finished first, we won." Extremely protective of their images, businesses will do anything to divorce themselves from flag bearers who embrace such 'alternative reasoning'.

Yes, everybody is entitled to high aspirations and great dreams. But by the same token, not everybody gets to be President or play centerfield for the Yankees. Not even those who are tremendously talented and have busted their butts for decades. Except for those with rich uncles, it usually takes years of genuine top-flight achievement, a predilection to avoid blaming others when things go wrong, and a lot of luck. We'll remind you that Dennis Conner, whose record in America's Cup and other racing is perhaps unrivaled, was barely able to raise enough money to field one solid contender for the last Cup.

We repeatedly asked you to factually document your claim that the folks in San Diego had discriminated against you because you wanted to field an all-women's syndicate. We never got — and still haven't gotten — substantiated evidence of that. You make unsupported allegations, beside-the-point comments, rave about the qualifications of your lawyer, back peddle about the commitment of your sponsors — but never adequately substantiate your claims.

Having said all this, we want to emphasize we've got nothing against an all-women's effort in the America's Cup, the Whitbread or anything else. On the contrary, we think it would be great. We've always had women crew for long races and passages — that 'male bonding' stuff never appealed to us — and found them pleasant and competent. More than 10 years ago we had a full time female skipper for our boat in Mexico. When she made a claim, she backed it up in spades. While we sincerely wish you and your efforts every success, Lynda, we can't say the same for you.

⇓↑ HEY PETE!

I'd like to contact the new owner of the Islander Peterson 40 sloop *Pro Re Nata*. Any information on how to reach him would be greatly appreciated.

He could contact me at 909 Marina Village Parkway, #270, Alameda, CA 94501.

P. Davis
Alameda

⇓↑ I'D HATE TO SEE THE MAST FALL DOWN

I'd be very grateful if I could get some advice from your readership about two different problems.

The first concerns the standard problem of carrying a rigid dinghy on a small sailing boat such as my 32-footer. I have just less than six feet of space under the boom and want to carry an eight to 10 foot dinghy. Has anyone had any success with folding, nesting, collapsible or multi-part dinghies? If so, where can I get one?

The second question concerns rigging. I have what appears to be a good quality Swedish mast built by Selden. It has what I believe are called 'T-ball' fittings to connect the shrouds to the mast. I think the fittings are made by Gibb. These fittings are swaged onto the wire and slotted into a reinforced hole in the mast. To my less-than-expert eye, the fittings look as if they have a high stress area where there is a fairly sharp turn between the swaged part and the T-shaped part that fits into the mast. In other words, the load is not in a straight line.

I also understand that such fittings are condemned for offshore work in the CCA's book, *Desirable and Undesirable Characteristics*, partly because of the friction generated between the mast and the fitting.

Since we're planning on heading toward New Zealand next year,

A WINNING COMBINATION



Point higher and sail faster
with NAVTEC's Integral Backstay
Adjuster and Headstay
Load Indicators!

Navtec's Grand Prix Load Pin
replaces standard clevis pins.
This easily interfaces
with all major
instrumentation
or to it's own
display.



Navtec's new
Standard Rigging Load
Indicator is a simple,
battery operated unit that
comes ready to install.

Sizes available for all boats.

For more information please contact your local
Navtec agent or call us direct at our new location.



NAVTEC®

NAVTEC, New Whitfield Street, P.O. Box 388, Guilford, CT USA, 06437-0388, Tel (01) 203-458-3163 Fax (01) 203-458-9291

Laser®

*Donate yours to
the Boy Scouts*



The San Francisco Bay Area Council, Boy Scouts of America, needs Lasers for our summer camp sailing program. Each year hundreds of Scouts and families learn small boat sailing and Lasers are the principal craft used. Will accept with or without sails or gear beyond repair, as long as hull is in good condition. Please contact:

Dave Dunakin
(510) 638-3600

Sea Scout Division
San Francisco Bay Area Council



SUNSET SAIL SPECIAL THURSDAY EVENINGS



*Enjoy the Lights and Colors of Beautiful
San Francisco Bay at Twilight.*
Get a jump on the weekend

\$20⁰⁰ per includes snacks and
1 complimentary drink

Coast Guard Certified for 48 Passengers • Private Parties • Bay Sails

ADVENTURE CAT



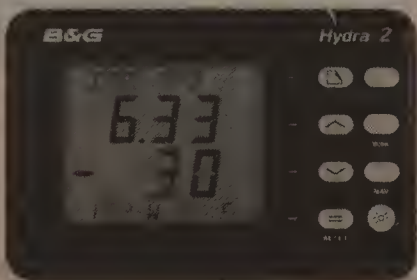
CATAMARAN SAILING EXCURSIONS

THE BEST WAY TO SEE THE BAY ~ CALL FOR RESERVATIONS

800 • 498-4228
415 • 777-1630

RED OR GREEN NIGHTLIGHTING?

B&G Hercules 690, Hydrapilot and Hydra 2 instruments give you both red and green. You can separate navigation information from



performance data visually and have an alternating red/green flash for alarm data.

B&G was chosen for America³ because they are best.



B&G[®]
EXCELLENCE IN MARINE ELECTRONICS

THE IM GLOBAL PERFORMANCE TEAM • ADLER/BARBOR • BARIENT • BROOKES & GATEHOUSE
CROSBY • FRANCESPAR • ISOMAT • KENYON • LEWMAR • NAVTEC • SPARCRAFT • VIGIL

Farallon Electronics

2346 B Marinship Way Sausalito, CA 94965

415•331•1924

SIGNET Trade-ins Wanted

Receive up to \$1000.00 off Brookes & Gatehouse equipment from Farallon Electronics when you trade in your old Signet gear, dead or alive!! Call today and trade up!

Farallon Electronics

2346 B Marinship Way Sausalito, CA 94965

415•331•1924

The Quality and Craftsmanship You Want, at a Price You Can Afford.

Today, sails are designed by similar computer programs, and constructed of similar materials. The difference is the quality and craftsmanship and the price you must pay. Lee Sails offers you the best of all.



LEE SAILS

647 Pacific Avenue
Alameda, CA 94501
(510) 523-9011

LETTERS

I want to know if I should have my otherwise healthy mast refitted with conventional tangs. Obviously, I'm reluctant to spend money replacing good fittings, but I'd hate to have the mast fall down. Has anybody had any trouble with such fittings breaking?

Thank you for your magazine, it's very helpful in getting ready to go.

Guy Porter
San Diego

Guy — The further off the beaten track you get, the more you see creative attempts at solving the dinghy-on-small-boats problem. We've seen some pretty interesting looking 'nesting' and multi-part dinghies, but all were homemade. On page 92 of Steve and Linda Dashew's excellent Offshore Cruising Encyclopedia, they write about a solution they saw in the southern hemisphere:

"The crew of the 47-foot Dawn Treader of Lune created an interesting dinghy when we were together in the Bay of Islands, New Zealand. They made up two punts, or square-ended dinghies, that nested inside each other. When they wanted to go exploring, they bolted the boats together, transom to transom, and added a 6 h.p. outboard. Their lightweight, flat-bottomed 14-footer literally flew over the water with that small engine. At other times it split into two dinks."

We've seen several similar versions, but none commercially available. Can anybody help?

It's impossible to comment on your rig without seeing it and knowing the specifications of your boat. Before heading to New Zealand, you ought to have a professional check your rig. As you say, it wouldn't be any fun to have your mast tumble down on your way south.

⇓SHE'S GOTTA BE KIDDIN'!

In view of the egregiously erroneous explanation of static stability Lee Helm gave in the April issue, I might suggest that her name be changed to Miss Info.

I could say that she's all wet, as that's what we'd all be if we believed her suggestion that weight down low does not improve 'GM'. Holy shit, she's gotta be kiddin'!

Helm ain't never gonna be a graduate — just a regular student stuck in the same naval architecture class — until she learns basic stability. She needs to refigure her BM before she goes out recommending that we remove the double bottom tanks from all our containerships.

In spite of this, I've enclosed \$20 for another year. The old subscription ran out before the 'topless issue', you dirty rats.

Captain Gary Schmidt
on the President Jackson

Capt. Gary — We passed your letter on to Lee Helm, who had this to say:

Max had a feeling that a 'real' container ship skipper would write in if he printed anything about container ships and stability. I said, 'Like, no way, those guys know their stuff.' But Max was right! And now he thinks I got him in big trouble!

Thing is, I would never say something as 'simple' as "weight down low does not improve GM." Of course it does — sometimes! What I did say, and what you might be taking issue with, is the statement that if you removed a fully submerged salt water ballast tank from the bottom of a ship — without changing anything else — there would be no effect on static stability (beyond the effect caused by the weight of the steel removed).

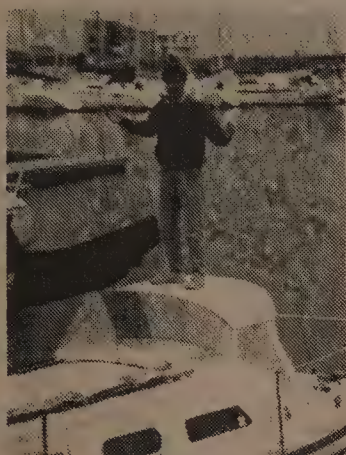
That's still true. Think of it this way: What if you punctured a double bottom tank full of salt water? Would your GM suddenly change?

On your ship, the choice is air or water in the ballast tank. Your ship is stiffer if you choose water. For sure, for sure.

The exercise I described with the barge demonstrates something

SAIL INTO SUMMER WITH A NEW HARDODGER*

The dodger with the rigid fiberglass top and removable polymer windows. Great strength and visibility.



Incredible Strength.

Dodgers that just make sense.

* Patent Pending

**ALSO SERVING ALL OF YOUR CANVAS NEEDS IN
CANVAS DODGERS, ENCLOSURES, CUSHIONS,
BIMINIS AND BOAT COVERS**

(510) 233-7683

1230 Brickyard Cove Road, Suite 106
Pt. Richmond, CA 94801
At Brickyard Cove Marina

California Custom Canvas

30 TON BOAT LIFT!

OUR RATES AND SERVICE ARE BETTER THAN EVER!

- Bottom Jobs
- Engine Repair
- Engine Installation
- Fiberglass Repair
- Commissioning
- Materials Discounts

- A FULL SERVICE BOAT YARD -

NO JOB TOO BIG!

Perkins

Authorized Dealers
Sales • Service



- Engine Repair, all makes
- Engine Repower
- New Engines, parts, sales
- Rebuilt Engines
- Generator Installation & Repair

**BRITISH
MARINE**

#9 Embarcadero Cove
Oakland, CA 94606
(800) 400-2757
(510) 534-2757

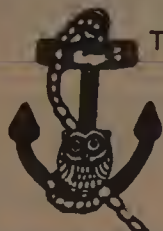
Conveniently located on the Oakland Estuary - 2 blocks from West Marine

OWL HARBOR MARINA

A Great Place To Berth — Short Or Long Term!

Only Minutes Away From:

- Brannon State Park with Camping, Fishing, Laundry
- Glass Beach (best inland windsurfing next to the Golden Gate)
- Historical Locke and Isleton — The Crawfish Capital of the World!



FACILITIES:

240 Berths, Showers, Laundry, Ice, Storage
FUN! BBQ's and Dinghy Races

COME AND SEE US!

(916) 777-6055

1550 W. TWITCHELL ISLAND RD • ISLETON, CA 95641

WIN A **FREE**
CRUISING **SPINNAKER**
OR **GENOA**

Prizes awarded quarterly & you could also win a
STORM JIB or SAIL COVER

Prizes awarded monthly

Call for more information on the best sail values in the USA.

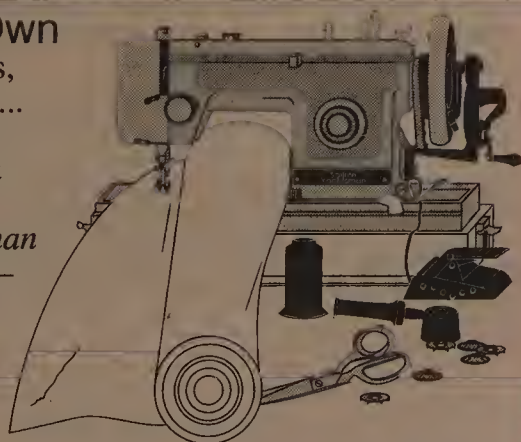
1-800-341-0126

AMERICAN SAILS USA

Make Your Own
sails, covers, bags,
awnings, dodgers...
We supply kits,
materials, tools &
instructions.
*Sailrite's Yachtsman
Sewing Machine—*
\$595 (plus delivery)

*Sailrite
Kits*

PO Box 987
Columbia City, IN 46725



CALL 1-800-348-2769
Free Supplies Catalog.

DIESEL FUEL FILTERING



Purify Diesel Fuel & Clean Tanks

Process scrubs; polishes; removes algae, dirt,
rust and water from diesel fuel. Includes
internal tank washdown. Save your injectors,
costly engine repair, and down time.

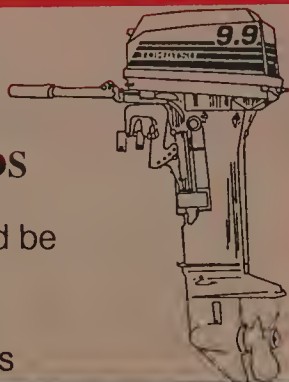
Your berth or boat yard.

(510) 521-6797



OUTBOARDS

Everything an outboard should be
Models from 2.5 to 140 hp
Two year limited warranty
Short and long shaft models



SALES AND SERVICE
Quality Names You Can Trust



5 year
warranty

INFLATABLES

Models from
7 ft. — 18 ft.



Voyager Marine

1296 State St.
P.O. Box 246, Alviso, CA 95002-0246
(408) 263-7633

Open Tuesday thru Saturday



IT'S A HONDA SALE

- Four Cycle Outboards
- 2 thru 15 HP
- Fuel Efficient
- Quietness & Dependability
- 2-Year Warranty
- Financing Available

Always wear a personal flotation device
while boating, and read your owner's manual.



HONDA
Power
Equipment

SALES AND SERVICE

Voyager Marine

1296 State St.
P.O. Box 246, Alviso, CA 95002-0246
(408) 263-7633

Open Tuesday thru Saturday



LETTERS

about ballast and stability that may be counter-intuitive. Did I get some of the math wrong? Did I make some questionable assumptions? If you can tell me what you think they are, I'd like to talk about it.

And hey, do you have an internet account? There's a nice discussion of this in the "rec.boats" newsgroup.

P.S. — I brought Max along as my guest a year or two ago when the local section of the Society of Naval Architects and Marine Engineers took a tour of your nearly 1,000-foot President Jackson. He was really impressed — before then, he thought the Jeremiah O'Brien was big!

HE SWAM STRONGLY TOWARD THE BANK

While sailing my 25' sloop *Marce* in the Encinal YC's Colin Archer Regatta on May 8, my friend and crewmember Ron Gates went below to take a nap. Gaye Carlson and I continued the race while he rested.

While in the Oakland Estuary, a little more than a mile from the finish at the Encinal, Ron came back on deck looking fresh and rested from his nap. But suddenly he stood up, and despite my instructions to return to the cockpit, walked deliberately toward the bow. Before we could restrain Ron, he stepped over the bow pulpit and got off the boat — as if he believed we were already at the dock. We were broadreaching at about six knots in calm water at the time.

As soon as he hit the water, he began swimming strongly toward the shore. Other boats rendered assistance almost immediately, and in the process cut off our view of him. We immediately dropped our sails and returned to the area.

Although Ron was recovered shortly after going into the water, he lost his life. This despite immediate and intense CPR efforts by us, later the Coast Guard, and finally the Oakland Hospital Critical Care facility.

We won't know the cause of Ron's death until the final coroner's report is available in about six weeks. But it's probable that it is linked to his long battle with diabetes — and the disorientation that can sometimes occur as a result of a sudden insulin reaction.

Ron was active in the Redwood City Chapter of the Sea Scouts since childhood, most recently on the Sea Scout Ship *Gryphon*. Those who would like to support his years of helping young people learn to love the water are invited to send a memorial contribution in his name to: Sea Scout Ship, *Gryphon*, c/o Skipper Mark Linnehan, 3555 Notre Dame Dr., Santa Clara, CA 95051.

Many boaters assisted us that day in the Oakland Estuary. In the commotion, I was not able to thank all of them. If you would, please call me at (415) 328-7072, as I'd like to speak with each of you.

Tony Badger
Marce
Palo Alto

SLIMY COFFEE MACHINES

It's with great interest I've been following the discussion of 'foreign slime' in boat water tanks. You at *Latitude* say you only drink bottled water or water from watermakers.

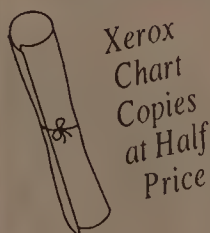
But if anyone wants to see some good slime, they only need to open up the office coffee-maker. Particularly the ones — I'll name no brands — that always have water ready to run thru the filter when you pour a pot of cold water in the top. This generally have a nice layer of slime and carbonate particles at the bottom.

It's okay, I suppose, because it's 'domestic' as opposed 'foreign' slime. And because any flavoring is hidden by the taste of the French Roast.

Pete Pringle
Quicksilver
Spokane

Pete — We wouldn't know about such things because we don't drink coffee; fresh orange juice gets us wired enough. But if you think

THE ARMCHAIR SAILOR



Xerox
Chart
Copies
at Half
Price



MARINE BOOK & NAVIGATION CENTER



Thousands of Titles, New & Used
Imported and Out-of-Print Books



Worldwide Charts and Cruising Guides
Full Size Xerox Chart Copies at Half Price
Ask for Our Free Worldwide Cruising Catalog



Imported Yachting Magazines
Ship Models and Half-Hull Models



250 Nautical Videos to Rent - Ask for a List
Just \$3.00 a Day

Mail & Phone Order Service

(415)332-7505 • (800)332-3347

42 Caledonia Street • Sausalito, CA 94965

MON-SAT 9-6 • SUN 12-5

MAKE DAD GLAD!

DAVIS

ELECTRONIC WEATHER MONITORS

*Keep the "Captain's"
weather-eye sharp!*

Your favorite Dad, grad, or
skipper can sharpen
forecasting skills or
simply get a complete
picture of the local
weather with these
electronic weather
monitors. They

monitor: indoor and
outdoor temperature, wind
speed and direction, and
wind chill. Optional
sensors enable them to
monitor rainfall, outdoor
humidity, and wind chill.
All highs and lows are
recorded with a time and
date stamp and can even
be processed and stored
by an IBM compatible PC
using an optional
Weatherlink.



WEATHER WIZARD II

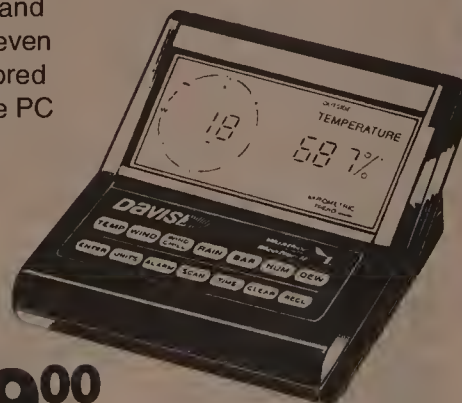
Model 493106 Reg. \$219.00

Sale 199⁰⁰

WEATHER MONITOR II

Model 493122
Reg. \$359.00

Sale 319⁰⁰



REF #532-1W97 Prices expire 7/4/93

West Marine

We make boating more fun!

S. SAN FRANCISCO	(415) 873-4044	608 Dubuque Ave.
SAUSALITO	(415) 332-0202	295 Harbor Dr.
OAKLAND	(510) 532-5230	2200 Livingston St.
PALO ALTO	(415) 494-6660	850 San Antonio Rd.
STOCKTON	(209) 464-2922	1810 Field Ave.
SANTA CRUZ	(408) 476-1800	2450 17th Ave.

**TOLL FREE PHONE ORDERING 1-800-538-0775
OPEN 7 DAYS A WEEK**

BAILWICK

SAILS & CANVAS

Spring & Summer Sailing Checklist

- ☐ SAIL REPAIRS & RECUTS
- ☐ SAIL CLEANING
- ☐ NEW CANVAS COVERS
- ☐ NEW LAM SAILS
- ☐ CUSTOM CURTAINS
- ☐ DODGERS & ENCLOSURES

ONE NORTH AMPHLETT
SAN MATEO, CA 94401

(415) 342-5625

It's LOADED!



PETTIT
marine paint

TRINIDAD ANTI-FOULING PAINT

Aggressive anti-fouling protection for severe fouling conditions!

With the highest loading of cuprous oxide biocide available (up to 75% for Red), Trinidad is a superior choice for protection in areas where fouling is severe. Its hard epoxy base provides a durable finish suitable for racing and cruising boats. For boats left in the water, Trinidad provides protection year 'round.

Available in Red, Blue, Green, and Black

QUARTS - 27⁹⁵ **GALLONS - 99⁹⁵**

REF #532-1W97

Prices expire 7/4/93

West Marine
We make boating more fun!

S. SAN FRANCISCO	(415) 873-4044	608 Dubuque Ave.
SAUSALITO	(415) 332-0202	295 Harbor Dr.
OAKLAND	(510) 532-5230	2200 Livingston St.
PALO ALTO	(415) 494-6660	850 San Antonio Rd.
STOCKTON	(209) 464-2922	1810 Field Ave.
SANTA CRUZ	(408) 476-1800	2450 17th Ave.

**TOLL FREE PHONE ORDERING 1-800-538-0775
OPEN 7 DAYS A WEEK**

LETTERS

your stomach can't detect a big difference between foreign and domestic slime, you haven't travelled much.

Our comment about drinking bottled water as opposed to boat tank water has drawn some negative feedback from readers, but we're certainly not alone in our conviction. While in Antigua for Sailing Week — where nearly as many people drink bottled water as in the French Islands — we interviewed former Marin residents Bob and Ginnie Towle. Having spent the last eight years cruising Europe, this is what they had to say:

"We always drank bottled water and never tank water — even though water was free and plentiful throughout Europe. Bottled water is both safer to drink and tastes better. Besides, Europeans are into bottled water so it was the natural thing to do. Turkish bottled water, by the way, is the very best in the world."

The Towle's Cap North 43 Aztec was not equipped with a watermaker for their recent 25-day crossing from the Canaries to the Eastern Caribbean. The four aboard got by on a total of 50 gallons of water plus whatever they could collect from squalls. The Towles say a watermaker wasn't necessary in Europe, but it would be a very welcome addition in the Caribbean and dry areas like Mexico.

⇕ SHOULD I RESEAM HER?

I always knew that someday it would come to this. I would be southbound for nowhere in particular, the wind against the main and genoa pushing my boat in the direction of the sun. I would be comfortably settled on the fantail, a lifejacket for a pillow, a copy of *Latitude* — stiff with salt and yellow from age — for a desk. There, armed with a well-worn pencil, I would chronicle the adventures of my well-travelled yacht and her crew.

Not!

The reason 'not' is that my lady in question is made of wood — #@*^#!@#! Don't misunderstand me, I love her dearly and we've been together for a decade. It's just that she's now marked her 47th year. The result is that the once graceful shape of her bottom requires more attention than is available from scraper, brush and paint. And so with optimism I turn to you and your loyal readers in search of advice and opinions.

The facts are these: *Kanwara* was built in England and then launched in 1946. She is 48 feet overall, constructed of 1 7/8" Honduras mahogany planking on oak frames and remains structurally sound. Her bottom seams have standard underwater seam compound, while the topside seams are filled with 5200 that the previous owner had put in 19 years ago.

The problem with 5200 is that it doesn't sand well and as a result paint won't stick. Thus I can have my boat looking beautiful in the yard, but the paint starts flying off the 5200 the day after her bottom touches the water again.

So here's the big question: Should I, 1) reseam her (lots of fun) 2) coldmold her (lots of money) or 3) copper her bottom and reseam the topsides?

In the April '93 issue of *WoodenBoat* there is an article on coppering that, while messy, seems to have considerable benefits. However as my good friend Wyn is fond of saying, "If it were such a good idea, everyone would be doing it." But then he's the guy who advises me thus: "Buy a plastic boat!"

Joe Parlagreco
Kanwara
Alameda

Joe — Wood hulls are definitely not our specialty, so we'll toss that one out to our peanut gallery. It also seems like a perfect question for the folks at *WoodenBoat*.

In any event, we wish you luck in taking care of business and making the dream of your first paragraph a reality.

23,000 Miles/6 Years



Gary and Anne aboard their home-built Spencer 36 "Runaway"

"Nothing's ever come loose or needed repairs..."

"We returned last summer from six years of sailing which included three trips to Baja, then Central America, Gulf of Tehuantepec, Panama Canal, Florida, Bahamas, Great Antilles, Windward and Leeward Islands, back to the Canal, and home again. Our full suit of Larsen sails never missed a beat. This was difficult coastal cruising too, the kind that's tough on sails. We were constantly putting in reefs, taking reefs out, packing the sails wet, or stuffing them where they didn't want to go."

"I've been a Larsen customer since Kurt helped me on my first trip to Mexico in 1973. I've always found him and the whole crew exceptionally patient, helpful and competent in helping me with what I need."

"I'm leaving again this fall with the same suit of sails (sorry Kurt, they're that good), but Larsen has just helped me complete a terrific new hard dodger. Kurt is always there with good advice when you need it."

"After all these miles, I can say without hesitation, you'll get what you need and more at Larsen."



Larsen Sails

Designed for Speed - Engineered for Durability

Santa Cruz

Bob White • Kurt Larsen

(408) 476-3009 • Fax 408-479-4275

DIFFERENTIAL READY!



MAGELLAN
WE BRING GPS DOWN TO EARTH.™

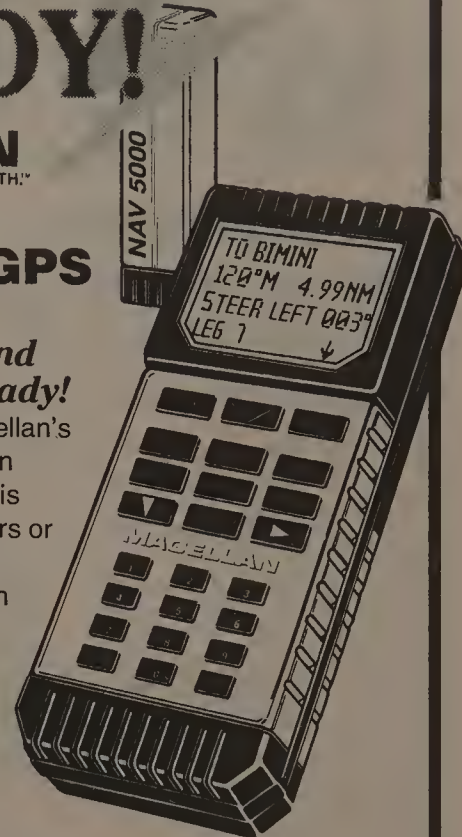
NAV 5000D PORTABLE GPS RECEIVER

*Rugged, reliable, and
now differential ready!*

When combined with Magellan's optional Differential Beacon Receiver, the NAV 5000D is accurate to within 10 meters or less anywhere differential signals are available! even with Selective Availability activated! But superb accuracy is just one of the NAV 5000D's benefits:

- New graphic cross-track error display shows you which way to steer
 - Man Overboard button makes it fast and foolproof to return to a specific location
 - Velocity and position updates every 1 second for accurate speed information
 - Stores and navigates to 100 waypoints with six character labels; ten 20 waypoint routes can be created, selected and edited.
 - Four-line, sixteen-character display makes information easy to read
 - Operates for ten hours on 6 AA batteries or with optional rechargeable battery pack
 - Waterproof—it even floats if you drop it in the drink
- Fully portable, the NAV 5000D can be mounted below with the optional interior mount kit and antenna. Its NMEA output will drive your autopilot or chart plotter (like the Autohelm NavCenter) with power/data cable (supplied).

Model 524900



879⁹⁵

REF #532-1W97 Prices expire 7/4/93

West Marine

We make boating more fun!

S. SAN FRANCISCO	(415) 873-4044	608 Dubuque Ave.
SAUSALITO	(415) 332-0202	295 Harbor Dr.
OAKLAND	(510) 532-5230	2200 Livingston St.
PALO ALTO	(415) 494-6660	850 San Antonio Rd.
STOCKTON	(209) 464-2922	1810 Field Ave.
SANTA CRUZ	(408) 476-1800	2450 17th Ave.

**TOLL FREE PHONE ORDERING 1-800-538-0775
OPEN 7 DAYS A WEEK**

WHEEL WIZARD

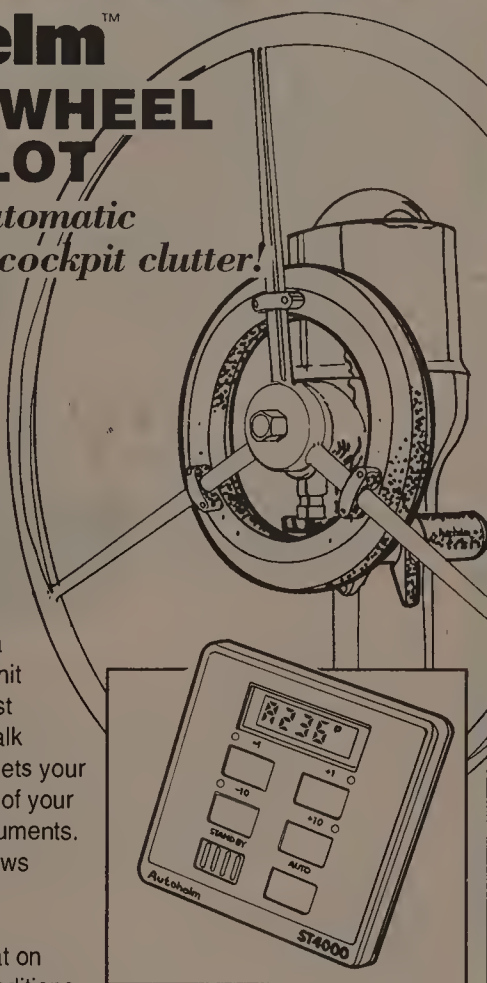
AutohelmTM ST-4000 WHEEL AUTOPILOT

Impeccable automatic steering — no cockpit clutter!

The ST 4000 eliminates misaligned belts, cockpit obstructions, and the inaccessible clutch found on many wheel steering autopilots. Instead, its compact drive mechanism fits entirely within the steering wheel's diameter. Designed for easy owner installation, a simple 6-button control unit mounts wherever it's most convenient to use. SeaTalk data-sharing technology lets your autopilot tie into the rest of your Autohelm ST series instruments.

- Backlit LCD display shows compass course and calibration data
- AutoTrim keeps the boat on course as the wind conditions change
- Autolock makes setting a course easy: simply steer the boat on the desired course, engage the clutch and press AUTO - that's it!
- Fluxgate compass linearizing capability provides super accuracy
- For wheel steered boats to 40' and up to 16,500 lbs. displacement
- NMEA-0183 compatible Lorans and GPSs simply plug into the ST 4000 without an interface box

Model 480400



989⁹⁵

REF #532-1W97 Prices expire 7/4/93

West Marine
We make boating more fun!

S. SAN FRANCISCO	(415) 873-4044	608 Dubuque Ave.
SAUSALITO	(415) 332-0202	295 Harbor Dr.
OAKLAND	(510) 532-5230	2200 Livingston St.
PALO ALTO	(415) 494-6660	850 San Antonio Rd.
STOCKTON	(209) 464-2922	1810 Field Ave.
SANTA CRUZ	(408) 476-1800	2450 17th Ave.

**TOLL FREE PHONE ORDERING 1-800-538-0775
OPEN 7 DAYS A WEEK**

LOOSE LIPS

Too pretty to ignore.

We try to limit *Latitude* to only sailboats. We really do. But it's difficult when boats like this one come along. It's a 21-ft cold-molded Phil Bolger design that a Chicago man plans to row across Lake



Michigan this summer, and across the Atlantic in 1994.

Why anyone would want to do this is beyond us. But that hardly detracts from the beauty of this little number. Built by Steve Najjar of Palo Alto, the boat looks like a cross between the Beatles' Yellow Submarine and, we don't know, the surrey with the fringe on top. But according to Steve, it's all business, being fully enclosed (with hatches closed) and self-righting. Launched around the first of May, the boat is currently undergoing trials and completion (solar panels, solar fans, etc.) before being shipped out to Chicago sometime this month.

Wooden ships, iron maiden.

The issue of women in the upper echelons of sailing seems once again to be a hot topic. Do they belong there? Can they hack it?

Based on the performance of a long ago voyage made by one Mary Patten, we'd be inclined to say, yeah, they do and can. Back in 1856, Mary took over command of the clipper ship *Neptune's Car* after the captain, her husband, became ill. Under her leadership, the ship rounded the Horn, and after 40 days of strong gales, arrived in San Francisco on November 15, second in a three-ship race. At the time, Mary was 19 and pregnant.

Grand opening.

Diablo Marine Services, which has absorbed the former Martinez Marine Supplies, will maintain special grand opening sale prices on certain marine gear through June 13. On that date, there will be a drawing for prizes. First prize: a 1993 Johnson 2-horse outboard. Second and third prizes respectively are a fish finder and case of outboard oil. Hey, what do you expect — there are a lot more fishermen on the Delta than sailors. But if you're up that way and need anything this summer, you might check Diablo out. They'll be offering a full range of services, including motor service, haulout and yard facilities, even trailer repair.

Last call.

We can't believe it, but only one of the winners of the Patagonia foul weather gear at our April Crew List parties has contacted us to claim same. We once again ask the remaining winners, **Shelli Ashbeck** of Santa Rosa, **Vince Camella** of Scotts Valley and **Roger Hoat** of Hayward contact us to claim their prizes.

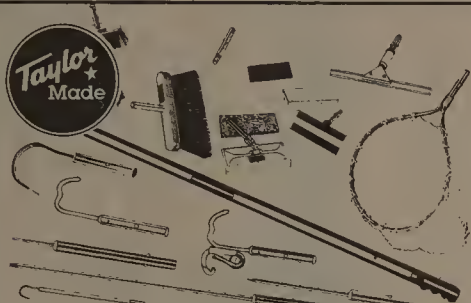
Early retirement.

The concept of 'critical mass' has become fashionable to describe the point at which someone can live comfortably for the rest of their lives without ever having to work again. Obviously, this is different for everyone. For example, we know some cruisers who could live like kings on \$1,000 a month, while Microsoft's CEO Bill Gates is worth about \$7 billion or something and still works 70-hour weeks. Anyway, we were interested to note that there were articles about ordinary people either playing the market and winning, and/or retiring early in recent issues of both *Business Week* and *Money* magazines. And how did both magazines represent the successes of these endeavors on their covers? With photos of happy people on sailboats, of course.

West Marine

We make boating more fun!

Star Spangled Celebration



10% OFF

Our Normal Discount Price
ON ALL C-MATE
BOAT HOOK/MAINTENANCE
SYSTEM COMPONENTS

West Marine

COASTAL SERIES INFLATABLES

Fun, safe, versatile
and portable—ideal for family fun!

- Complete with pump, oars, repair kit and carrying bag
- 2 year warranty

	Persons	Model	
CD 8.0 DINGHY	3	492470	699 ⁰⁰
CS 8.6 SPORTBOAT	3	492488	899 ⁰⁰
CS 10.2 SPORTBOAT	4	492496	1099 ⁰⁰



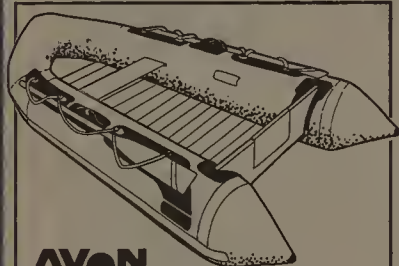
Standard
Communications

HX-230 HANDHELD VHF

- All US & International channels
- All-channel scanner w/Channel 16 "priority scan"
- 5/1 watts of switchable transmit power
- Keypad channel selection
- Instant weather channel access
- Large, backlit display

Model 452714

Sale **239⁹⁵**



AVON ROLL-UP 2.85

- 10 year fabric warranty!
- 9'3" long, 4 person capacity
- 8 HP max. engine size
- Includes: oars, storage valise, foot pump, and repair kit

Model 454769

2119⁰⁰



TILLERPILOT 1800

For boats to 30' LOA

- Auto-tack, auto-trim and auto sea state controls
- Hard over time of 12.5 seconds
- 79 lbs. maximum thrust
- Automatic trim and Auto Sea-state

Model 409839

379⁹⁵

SAVE
\$50⁰⁰

FUJINON

POLARIS 7x50 BINOCULARS

The ultimate marine binocular!

- Flawless "flat-field" optics
- Meets stringent military waterproofness and durability specs
- Large, steady through-the-lens bearing compass

Model 316893
Reg. \$589.00

Sale **539⁹⁵**



MARINCO 30 AMP SHOREPOWER CORDS

So good they're guaranteed
for 5 full years!

- Heavy-gauge, 3-conductor wire
- 3-prong plug, locking connectors

Length	Model	Reg.
25 Foot	410415	\$44.95
50 Foot	147397	\$59.95

Sale
**38⁹⁹
48⁹⁹**



Forespar WHISKER POLES ON SALE!

Complete selection of line control and lock button styles for large and small boats!

For example:

Lock Button 8-14

Model 111195

Reg. \$199.00

Sale **189⁰⁰**



Timberland TBL 30 WATER SHOES

- Stretchy mesh fabric uppers with grippy, non-marking soles
- Suede reinforced for abrasion resistance and lateral support
- EVA rubber wedge for shock absorption
- Men's and women's sizes

41⁹⁵

INTERPHASE

ECHO 220 FISHFINDER

- High resolution split-screen views
- Variable zoom from 0-10' to 0-640'
- Two screen speeds plus "freeze"
- Fish symbols and fish alarm
- Transom mount transducer

Model 541391

Sale **169⁹⁵**

RITCHIE

B-51 EXPLORER COMPASS

- 2 3/4" direct reading
- Power-Damp card prevents spinning
- Bracket mount

Model 273987
Reg. \$29.95

Sale **26⁹⁹**



Regarding our competitors' ads...
if it's on sale anywhere, it's on
sale at West Marine. Simply
bring in the competitor's
ad, and we'll gladly
match the price!
Thank!

Six convenient Northern California locations!

PALO ALTO • (415) 494-6660
850 San Antonio Rd.
OAKLAND • (510) 532-5230
2200 Livingston St.

SAUSALITO • (415) 332-0202
295 Harbor Drive
S. SAN FRANCISCO • (415) 873-4044
608 Dubuque Ave.

STOCKTON • (209) 464-2922
1810 Field Ave.
SANTA CRUZ • (408) 476-1800
2450 17th Avenue

TOLL FREE PHONE ORDERING 1-800-538-0775

REF #532-1W97

Prices expire 7/4/93

POWER

System Solution

heart interface



FREEDOM 10 POWER INVERTER & BATTERY CHARGER

Make energy management easy and versatile!

The Freedom 10 can power 110V AC appliances like a compact microwave oven, power tools, ice maker, small refrigerator or coffee maker using the energy from your 12 volt DC batteries. A built-in automatic 3-stage battery charger also lets this clever little box keep your batteries topped up and fully conditioned whenever you're connected to shorepower. The Freedom 10 performs its tasks silently, reliably and automatically so you're free to simply enjoy your boat.

- Designed for simple installation by the boater
- Marine-grade construction throughout
- Protected by a circuit breaker, thermal sensor, electronic sensor, high voltage and low voltage cut-off
- 30 month warranty

Model 491977

499⁰⁰

REMOTE CONTROL PANEL

This recommended option allows you to control the inverter and charger functions from any convenient location you select. It also displays DC volts and DC amps and lets you monitor the operations of your Freedom 10.

Model 488395

99⁰⁰

Now available - Freedom 20 and 25!

REF #532-1W97

Prices expire 7/4/93

West Marine

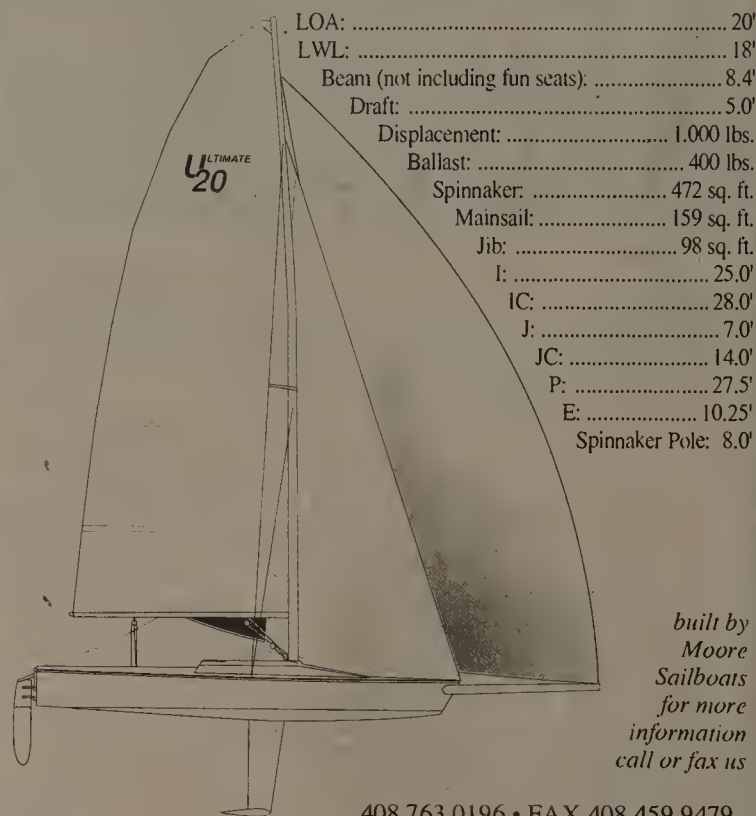
We make boating more fun!

S. SAN FRANCISCO	(415) 873-4044	608 Dubuque Ave.
SAUSALITO	(415) 332-0202	295 Harbor Dr.
OAKLAND	(510) 532-5230	2200 Livingston St.
PALO ALTO	(415) 494-6660	850 San Antonio Rd.
STOCKTON	(209) 464-2922	1810 Field Ave.
SANTA CRUZ	(408) 476-1800	2450 17th Ave.

**TOLL FREE PHONE ORDERING 1-800-538-0775
OPEN 7 DAYS A WEEK**

ULTIMATE 20

*The Ultimate 20 Is Here!
Fast, Friendly & Trailerable*

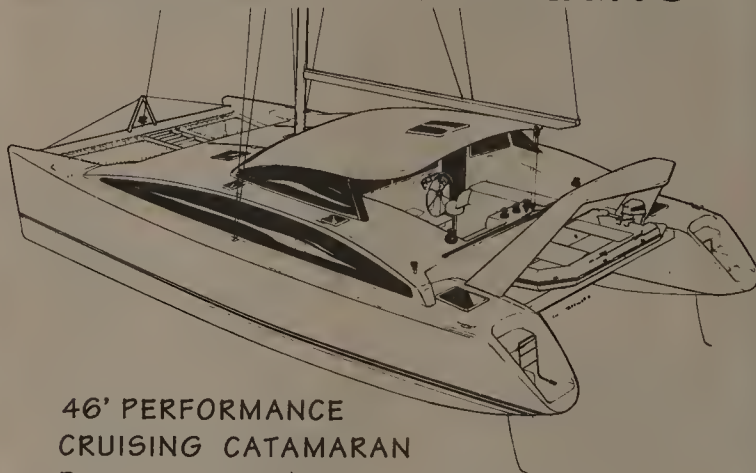


LOA:	20'
LWL:	18'
Beam (not including fun seats):	8.4'
Draft:	5.0'
Displacement:	1,000 lbs.
Ballast:	400 lbs.
Spinnaker:	472 sq. ft.
Mainsail:	159 sq. ft.
Jib:	98 sq. ft.
I:	25.0'
IC:	28.0'
J:	7.0'
JC:	14.0'
P:	27.5'
E:	10.25'
Spinnaker Pole:	8.0'

*built by
Moore
Sailboats
for more
information
call or fax us*

408.763.0196 • FAX 408.459.9479

MORRELLI & MELVIN DESIGN & ENGINEERING



**46' PERFORMANCE
CRUISING CATAMARAN**
Design Study \$ 10.

MULTIHULL DESIGN & ENGINEERING SERVICES

- * RACING
- * CRUISING
- * POWER
- * CHARTER (USCG Certified)
- * PRODUCTION
- * WING MASTS
- * MODIFICATIONS
- * DESIGN PORTFOLIO \$ 20.

CALL GINO OR PETE

177 RIVERSIDE DR., NEWPORT BEACH, CA USA 92663
TEL. (714) 731-6399 / FAX (714) 731-5417

West Marine

We make boating more fun!

**3 YEAR
WARRANTY**

Everything's **BIG** except its size! (and the price!)

 **Standard**
Communications

HORIZON HX-230S 5 WATT COMPACT VHF

*Big features and performance, the compact size makes it
big on convenience too!*

Virtually every feature a boater might want has been engineered into the pocket-sized HX-230 handheld VHF radio.

- Hefty **5 watts** of transmit power for excellent range, switchable to 1 watt for close-in communications
- Operates on all U.S., Canadian, and International VHF channels
- Scanning functions are programmable to let you choose as many or as few channels as you want to monitor
- Priority scan keeps you informed of traffic on Channel 16
- One button gives you instant access to channel 16 and weather channels
- All functions are displayed on a large, backlit LCD screen
- A battery-saver circuit extends battery life by up to 30% and battery status is continuously displayed on screen
- The rugged polycarbonate case and all controls are sealed with water-repelling gaskets and internal circuitry is protected by a Humi-Seal® moisture barrier
- Backed by a **3 year** parts and labor guarantee and lifetime flat-fee repair plan
- Comes complete with battery, antenna, strap, charger, belt clip
- Measures 6 7/8" x 2 5/8" x 1 5/8"

Model 452714

Sale 239⁹⁵

REF #532-1W97 Prices expire 7/4/93

Six convenient Northern California locations!

PALO ALTO • (415) 494-6660
850 San Antonio Rd.

OAKLAND • (510) 532-5230
2200 Livingston St.

SAUSALITO • (415) 332-0202
295 Harbor Drive

S. SAN FRANCISCO • (415) 873-4044
608 Dubuque Ave.

STOCKTON • (209) 464-2922
1810 Field Ave.

SANTA CRUZ • (408) 476-1800
2450 17th Avenue

OPEN 7 DAYS A WEEK

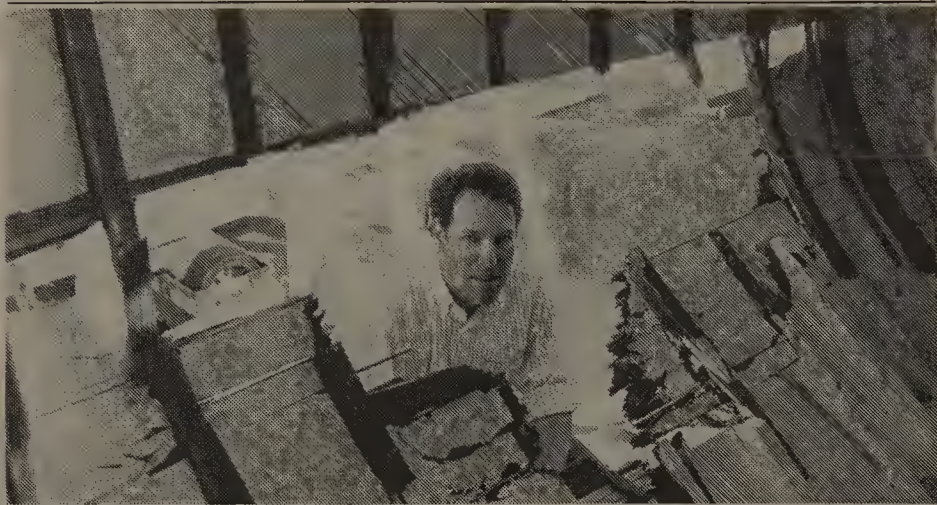
TOLL FREE PHONE ORDERING 1-800-538-0775

SIGHTINGS

off the beach

Less than one month after the horrible damage chronicled in last month's *Latitude*, Paul Manning's IC *Xarifa* went sailing again.

The story of her rebuild is almost as remarkable as the crash that put her



LATITUDE/JR

Before and after: Paul Manning (above) peers through the wound. Right, Charlie Parker puts the finishing touches on 'Xarifa's repaired port side.

no cover charge

The toughest part of the entire process was dealing with the insurance companies. Firstly, my carrier, the California State Automobile Association (CSAA), dug out an exclusion from the back section of an addendum which said I had no coverage while participating in a speed trial or official race.

The carrier for the boat that hit me, Reliance Insurance, stalled and stalled. After two weeks of getting taped testimony from myself, my crew, several witnesses — and even though the skipper of the other boat said he was at fault — they informed me that they were checking into California legal cases which might support no coverage for participation in "dangerous sports like sailboat racing." Finally, one month after the incident, adjuster Carol Bentancourt ("bent-on-court") informed me that they denied the claim, saying there was no liability.

When I asked the correct spelling of her name for this article, she became very upset and said that she did not like being "blackmailed". When I said I would record nothing but the facts, she said, "Mr. Manning, we know a lot more about you than you think we know." It took all the self control I had not to burst out laughing.

Needless to say, I have changed insurance on my boat to a carrier who was willing to put in writing that coverage *does* apply when racing.

I hope my experience will cause other racers to doublecheck their own policies before they find out the hard way that they're not covered.

— paul manning

on the beach at Angel Island on April 17. Well, okay, nothing was quite *that* remarkable. T-boned by a competitor, *Xarifa* by all rights should have sunk like a stone. The hole in her port side measured 6 feet by 3 feet and extended more than 2 feet below the waterline. Only the facts that the rig stood and she remained heeled over saved the boat. With one crewman bailing like mad, Paul sailed her that way right onto the beach north of Point Blunt.

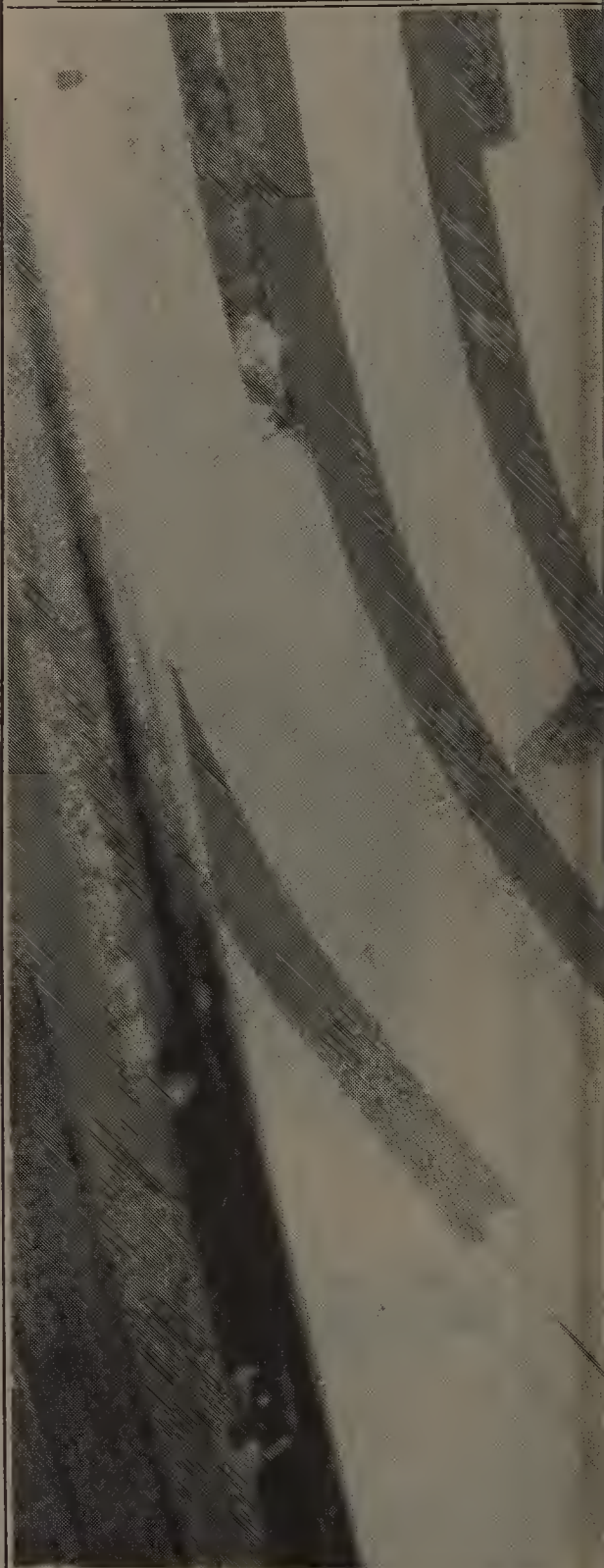
Tim Parker's salvage company got the boat off the beach and into Sausalito, where Paul okayed repair work to begin within a week of the accident. Harold Sommers towed the boat down to Maddens, where Sausalito's Charlie Parker, who performed most of the original restoration work on the boat, began the process of rebuilding the port side. With help from waterfront shipwrights Dan Jones, Jim Linderman and Steve Virello (and a lot of midnight oil), that work was completed in just two weeks.

Well before any woodwork began came the task of getting a tremendous amount of sand out of the boat. Then came the removal of damaged frames and planks back to good wood. Templates were made of the starboard side and the crafting began. In all, 9 new oak frames were steam bent and fitted, followed by 9 fir

the hidden

There are many advantages to owning a popular one-design. Among the more obvious are higher resale value and a strong and competitive racing fleet. Probably the most obscure is an advantage we'll call 'mistaken identity.'

Take, for example, a certain well-known small-boat one-design skipper (we're not going to name names) who last month went down to his boat to do a Tuesday night race, only to notice something missing — the mast. Turns out another skipper in the same fleet was going to be out of town for the



continued outside column of next sightings page

advantage

week, and told the local rigger to pull the stick for some rerigging work. The two boats are parked near each other on the same dock and, well, you can figure out the rest.

The best case of mistaken identity, though, has to have been the Islander 36 that was hauled a few years back. Same thing; the owner was going to be out of town, so someone from the yard went down and got the boat. The yard put several thousand dollars worth of labor and shiny new topsides paint into the project only to

continued middle of next sightings page

off the beach — cont'd

boat was ever even scratched.

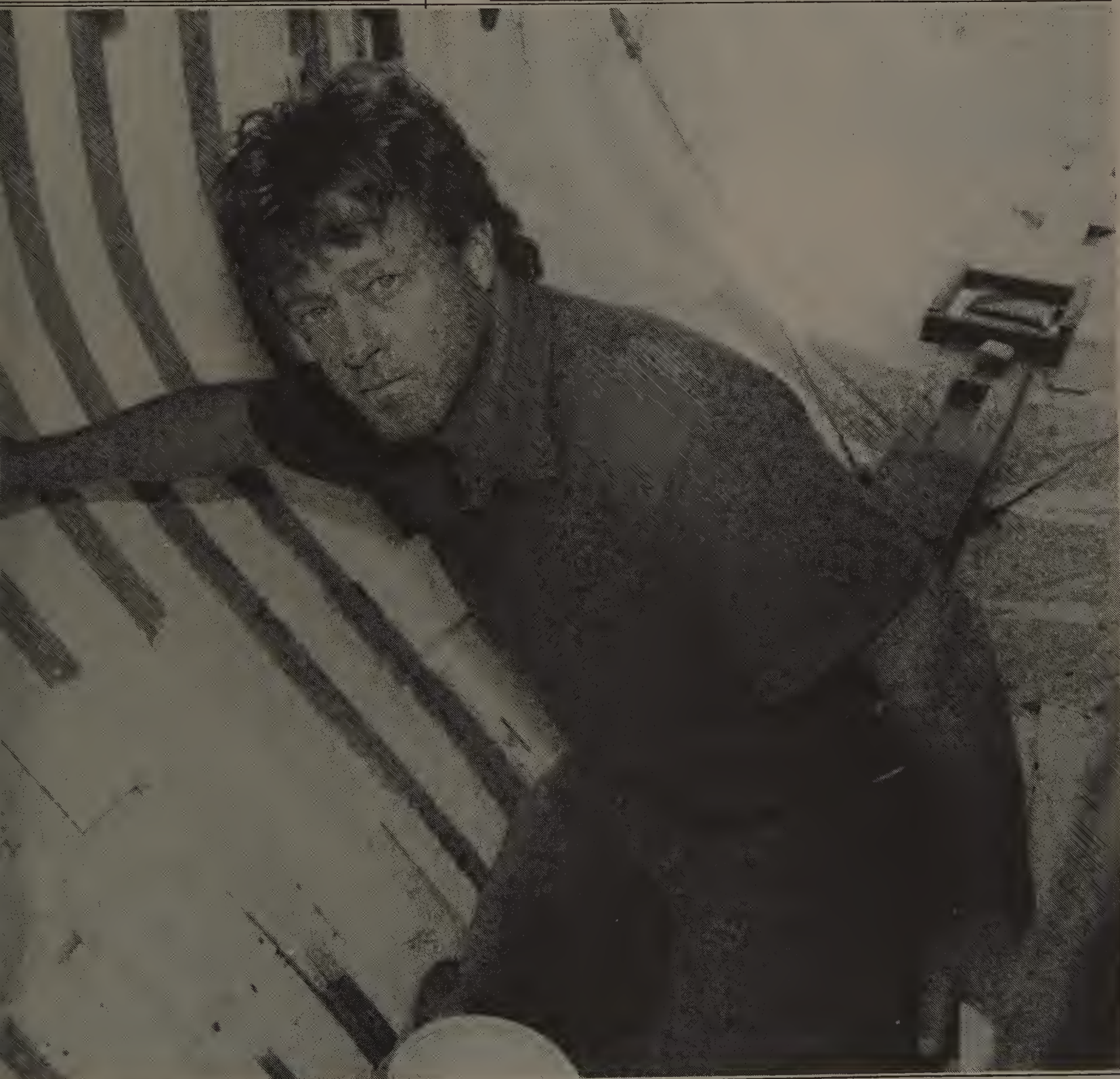
Xarifa went back into the water on May 10, three weeks and two days after the crash. The mast, which had been removed for repainting, was resteped the following weekend. Xarifa participated in her first 'post-op' race, GGYC's Wednesday Night Woodie series, on May 19.

— paul manning, charlie parker and latitude 38

what a pair!

Not since Mutt and Jeff, Jack and Mrs. Sprat and Laurel and Hardy has such an unlikely 'odd couple' appeared together. The date and place are late

continued outside column of next sightings page



LATITUDE/JR

SIGHTINGS

what a pair! — cont'd

April in the Sanford Wood Boat Yard. And the yard-mates are, at left, Steve and Barbara Schmidt's *Hotel California Too*, a Santa Cruz 70 launched in Santa Cruz in 1991, and on the right, Jerry and Diane Brenden's *Freda*, a 33-



ft (LOD) Cookson cutter launched in Belvedere in 1885 — yes, *eighteen* eighty-five.

While you'd expect the two-year-old *Hotel* to still be fresh and beautiful (she is), you might be surprised to know that the Brendens also keep *Freda* in like-new condition. Both boats were out for routine maintenance.

Of the more than 100 years of design evolution and philosophy on display within feet of each other, the most interesting aspect to Diane was displacement. "Amazingly, *Freda* and the 70 weigh the same!" she says.

argonauts branch out

If the Argonaut project sounds familiar, that's because you've read about it here before: sailing for inner city kids who wouldn't otherwise get exposed to this sport and the lifeskills it can teach.

discover sailing

On Saturday, June 5, the Sail Advancement Information League will host the first "Discover Sailing Day" at eight Northern California Sailing Schools. (SAIL is an association of Bay Area sailing schools.) For a \$15 tax-deductible donation, anyone interested will enjoy a one-hour introductory sailboat ride on San Francisco or Monterey Bay, with all proceeds going to benefit the Argonauts Youth Lifeskills Project.

The schools are: Cass' Marina and Modern Sailing Academy (both in Sausalito), Club Nautique (Sausalito and Alameda), Olympic Circle Sailing Club (Berkeley), Pacific Yachting Unlimited (Santa Cruz), Spinnaker Sailing (San Francisco, Redwood City and Mountain View) and Tradewinds Sailing Center (Point Richmond). Hours for Discover Sailing Day are 9 a.m. to 5 p.m.

Specifics vary slightly from school to school, so contact the school nearest you for that and reservations (strongly recommended). For general information, call (800) 345-SAIL.

The news this time around is that the project seems to be catching on in a big way. The first time we wrote about it, the Argonauts were a group of Emeryville high schoolers who were learning the ropes at Berkeley's Olympic Circle Sailing Club. This summer, the program will be run at both OCSC and at Spinnaker Sailing in San Francisco. These two operations are pilot projects for a Bay-wide and hopefully nationwide outreach program.

Currently manning the helm for the Argonauts is San Francisco's Teke Wiggins, a former Outward Bound instructor. He was asked by OCSC's Anthony Sandberg to take over the process of establishing the Argonauts as a nonprofit organization and taking it beyond its local focus. Sponsorship for the pilot programs is coming from San Francisco's National Maritime Museum Association (NMMA). In the fall, eight Bay Area sailing schools will be part of the Argonauts project, with a total involvement of

continued outside column of next sightings page

advantage

have the owner come back and say, "That's beautiful! But it's not my boat."

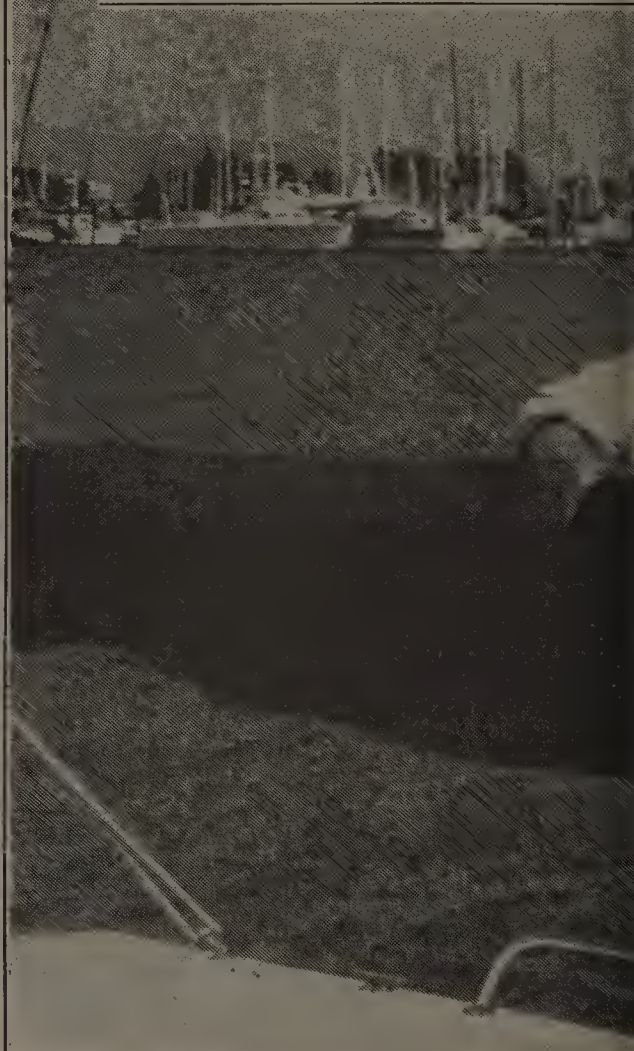
The yard did an equally nice job on the

oyster bed

Like the swallows to Capistrano, the monarchs to . . . wherever they go, and the dilettantes to the Black and White Ball, the



Spread, learning the ropes. Above, the 1992



— cont'd

right boat, but we have to think the owner of the free paint job had to be the more pleased of the two.

and breakfast

faithful of Berkeley's Cal Sailing Club returned to Ashby Shoals in mid-May for the
continued middle column of page 82

argonauts — cont'd

up to 16 high schools and over 600 students per year.

"We're calling the nonprofit organization the Argonauts Youth Lifeskills Project," says Wiggins, who has also worked as a Caribbean charter boat captain and attended Yale Divinity School. "The emphasis is on experiential education, where the kids are presented with problems and focus on how to overcome them — the important part is the process. The skills they learn, such as communication, trust and leadership, can be taken back to the rest of their lives."

Of course, they could also continue sailing, at least as far as OCSC's
continued outside column of next sightings page



Argonauts.



COURTESY TEKE WIGGINS

SIGHTINGS

argonauts — cont'd

Sandberg is concerned. Six kids from last year's Argonauts program returned for this year's version and are helping the newcomers learn the basics of tacking and jibing. Those who are motivated could conceivably become pretty good sailors and be able to parlay their skills into work in the marine industry or at least a position where they could become valued crewmembers or competent owners themselves.

"Sailing needs more of a relationship with the public than an occasional RV show," says Sandberg. There are already 1,000 commercial sailing schools in the country, he says. If they donate their boats and facilities (or offer them at greatly reduced prices) during the weekdays, and some of their regular customers donate their time, there's no reason thousands of youngsters couldn't get a valuable introduction to sailing each year. Sandberg notes that for the 20 kids currently in the OCSC class, there are 26 volunteers who've signed up to help with the sailing lessons, transportation and food.

— shimon van collie

sometimes, the best man for the job is a woman

1992 may have been the 'Year of the Woman', but at the Richmond Boat Works, one of the city's oldest businesses, the past decade has had a decidedly feminine aura. For the past 10 years, Millie Biller has been the yard 'foreman', a phrase she herself uses. This has nothing to do with gender identity; it's just simpler that way, according to Millie.

Biller is no stranger to boats. She grew up in Tomales Bay, where she helped her father build vessels of different types. In 1971, she came to work for DeWitt Sails. She also bought a derelict Albatross 31 (a sistership to Adlard Coles' famous racing boat, *Cohoe 1*) to live on and restore. Her mentor in the refurbishing job was Lee Conn, a longtime Richmond YC member and stalwart at Richmond Boat Works. After a couple of years, Millie switched careers from sailmaking to boat building and repair and went to work at the yard. "She's one of the best shipwrights in the Bay Area," says her boss Mike Haley, who's owned the yard since 1983.

Started in 1925 by Bud Coxhead and later owned by Les and Don Harlander, Richmond Boat Works is still housed in its original locale, a small, tool-filled shed on Cutting Boulevard. Once a lone outpost on the Santa Fe Channel, the yard is now surrounded by Sanford-Wood to the east and a chain link fence to the west. There's still enough room for a marine railway that can handle up to four boats, and a yard that can handle 30 more. A full-service facility with a crew of nine, Richmond Boat Works specializes in engine repairs and installations.

"We sold 20 Yanmars this spring," says Millie, hoping that the upswing in business will continue throughout the summer.

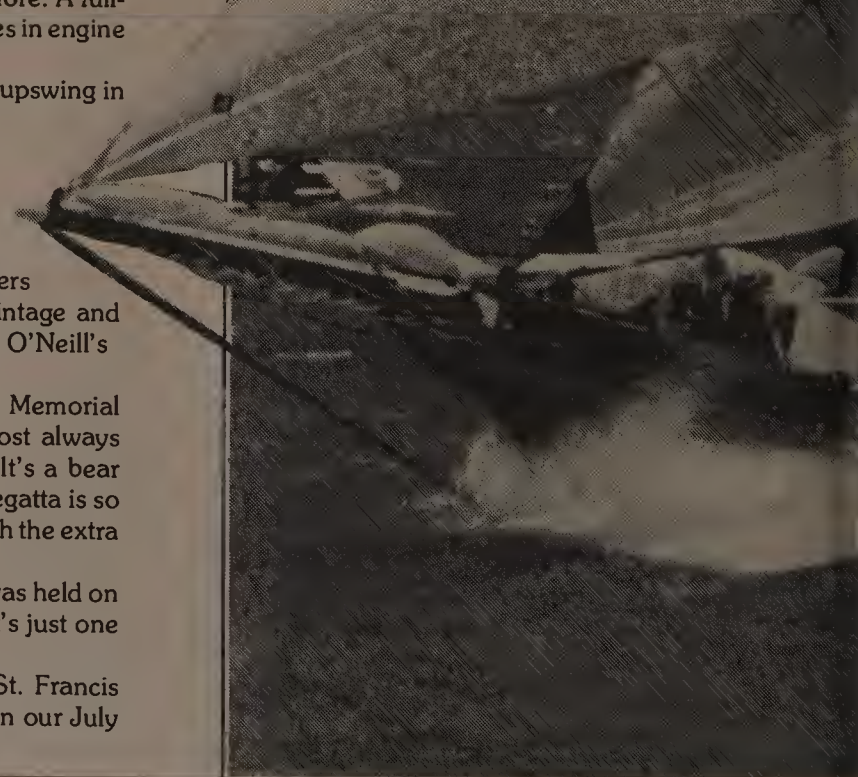
not gone and not forgotten

In almost every June issue for the last 15 years, *Latitude* readers have (we hope) enjoyed reliving the annual Master Mariners Regatta — the Memorial Day get together for upwards of 100 vintage and classic ketches, yawls, cutters, sloops and schooners, such as Jack O'Neill's lovely *Marie Celine*, pictured here.

But not this year. And it's not our fault — honest. The thing is, Memorial Day falls on the last Monday of May. In most years, that's almost always coincided with the last one or two days of our publishing cycle. It's a bear putting together any kind of an article in that timeframe, but the regatta is so darn much fun to go watch and photograph, that it's been well worth the extra effort.

In 1993, Memorial Day falls on May 31, which means the race was held on the 29th, five days *after* this issue went to the printer. Sorry, but it's just one of those things.

So, coverage of the 1993 Master Mariners Regatta (and the St. Francis Memorial Day Regatta [formerly the Volvo Regatta]) will appear in our July issue. Next year we'll hopefully be back on schedule.



SIGHTINGS



LATITUDE/R

SIGHTINGS

peter and ziggy — stardust wanderers

Solid and rugged, the 43-foot Atkins-designed staysail ketch *Lady Lee* looks like a yacht that should be at sea. That's certainly how her current owner, Peter Huebner, and his trusty sea dog, Ziggy, have felt for the past



Peter Huebner and Ziggy.

couple of years after returning from a 25,000 mile tour of the South Pacific and Japan. Come October, the friendly pair hope to cast off again from their Berkeley Marina berth and resume their life under sail. They hope to be joined by others, especially nurses and doctors who can provide primary care to islanders all across the Pacific.

A former importer of Danish furniture, the blue-eyed Huebner always had a yearning to sail. Gennan-born, he emigrated to the States in 1963 and became a citizen. While operating two retail stores in the East Bay, he and his wife bought a Nor'Sea 27, but found it too small for cruising. In 1983, they found *Lady Lee* in Anacortes, Washington.

Built in 1961 in Wilmington the ketch was only one of two Atkins 43s ever built. *Lady Lee's* first owner cruised her for eight years. The second had her out for 12 years until a 185-knot typhoon caught the boat off the coast of Japan. The owner was so scared by the experience that he had the boat shipped to Anacortes, where she sat, bruised but not broken, until Huebner came along.

"I wasn't crazy about the name," says Peter. "When I brought her down to the Bay Area, though, I was helped by an Australian couple who had been married on the boat years before. During my five years at sea on this boat, I've ran into many more people who knew her."

Peter's adventures started in 1988 when he and his wife headed out the Gate. They travelled the well worn Milk Run, sailing south to Mexico, Costa Rica and the Galapagos before stretching their sea legs to reach the Marquesas. Loosely allied with about 60 other cruisers, they found the group approach a good way to learn about their boat and how to cruise at the same time. They adhered to no timetable, other than their own desire to stay or leave wherever they found themselves. *Lady Lee* spent three months, for example, at Cook's Bay in Moorea.

After touring New Zealand and Fiji, Peter's wife decided she'd had enough sailing and came home. Peter wasn't sure he wanted to continue alone, but he was encouraged by two other sailors, one American and one Japanese, to give it a try. The 17-day solo passage from New Caledonia to Papua New Guinea turned out to be the sailing highlight of the trip, with day after day of reaching in 15 to 20-knot trade winds. "I experienced great peace," Peter says.

Another treat awaited the sailor on the island of Rabaul in Papua, New Guinea. Peter befriended one of the natives, who invited him to view a sacred

continued outside column of next sightings page

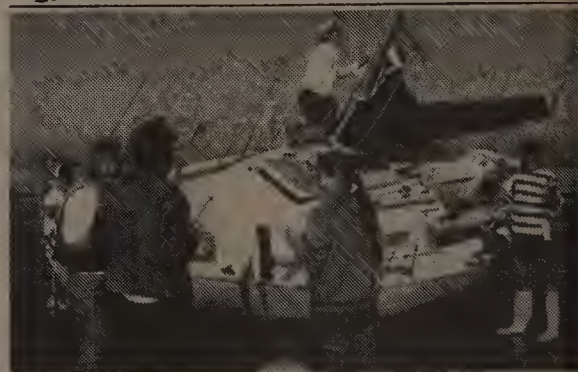
oyster b&b

annual Ashby Shoals Breakfast.

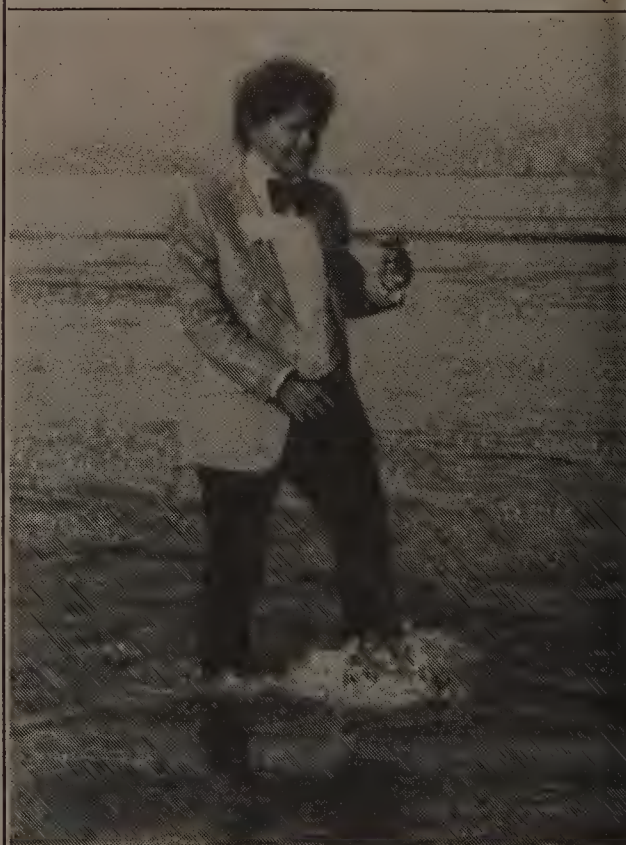
Ashby who . . . ?

Oh, sorry. Ashby Shoals are located about a half mile offshore between the Berkeley and Emeryville Marinas. The place appears as a smudge about the same size and shape as a squished fly on the main chart of the Bay.

Anyway, 364 days out of every year, people avoid that smudge. But on one weekend day in the spring — usually planned around the lowest tide — about 8:30 in the morning, most of the CSC membership piles in almost everything the club owns that floats. And they sail, motor, paddle or row over to the shoal. The centerpiece of the get-together is the club's venerable Pearson Commander. The 26-footer is stationed over the highest part of the shoal several hours before low tide, and serves as kitchen, lounge, banquet table and party room when the Shoal sees daylight.



Ashby Shoals doesn't always cooperate, which is probably why it's not called Ashby Island. Last year, for example, the sand got



— cont'd

to within a half foot of the surface and stopped. This year, the shoal got airborne long enough for the 70 or so participants to



BEN KEELER

Above, getting wet. Left, staying dry. Below, going in style.

enjoy the usual festivities — pot luck food, drinks, Frisbee, etc.

"The 'Oyster Bed and Breakfast'," toasted one tuxedo'd participant. "It's definitely the low point of the Cal Sailing Club's social schedule."

Billed for all its 11 years as "black tie optional", this year seemed ideal to show the cognoscenti over in San Francisco how it was done — the Breakfast was held May 9, the same weekend as the Black and White Ball. Only about six or eight folks showed up in evening gowns and tails, but nowhere in the annals of Northern California has anyone schlocked across black, sticky mud with more grace and panache.



BEN KEELER

stardust wanderers — cont'd

fire dance. The ceremony marked the initiation into manhood for several boys in one of the villages of the Bainings people.

On his way to Guam, Peter was overtaken by a 50-knot typhoon, before which he ran for three days under bare poles. He finally made it safely to port, where Japanese sailors he befriended encouraged him to sail to Chi-Chi-Jima, a whale watching resort island 800 miles south of Tokyo. With his newly acquired puppy, Ziggy (named after the cartoon character), Peter took their advice and was rewarded with an unbridled display of affection from the islanders. "There was no bank on the island," he says, "so the only currency I had was a VISA card and a few small bottles of whiskey. I stayed three weeks and never had to buy a meal. When I left, 100 people brought me food and gifts. Their hospitality never ended."

Lady Lee's trip through Japan saw many repeats of this scenario. At some harbors, he was the first foreign yacht ever to visit. He and Ziggy were treated like visiting royalty, and they still get mail addressed to "Ziggy, the Sailor".

During this period, Peter, who has had dogs all his life, trained Ziggy to be a seagoing watchdog. The pup learned to bark when he saw ships, whales, and anything else that might be a danger to the yacht. He even learned to notify his master when a fish had struck the line that trailed behind *Lady Lee*.

On the return trip to Northern California, that training paid off handsomely. Approaching Bodega Bay early one foggy morning, Peter went below to make some tea. He glanced at the radar, which showed nothing, but Ziggy's barking made him go on deck to find a wooden fishing boat about to ram the yacht amidships. Both vessels veered away at the last moment, averting what Peter felt would have been a disaster.

No longer married, Peter is now trying to sell his house and use the funds to get back to sea. He's targeted October as his departure date, with plans to head south as far as Peru and Chile before turning west.

One of Peter's satisfactions of the last trip was helping the islanders in whatever way he could. Most often, he used his mechanical skills to get stubborn outboard motors running for them. He also gave away all of the contents of his medicine chest, but realized that was woefully inadequate. On the forthcoming trip, he wants to encourage doctors and nurses to join him. He'll put them up on the *Lady Lee* for the duration of his stay, and they can enjoy a paradise vacation. In return, he wants them to provide primary medical care to the children of the islands and less advantaged areas where this help is urgently needed. "There were many places I visited where they didn't even have band aids," he says.

Peter is organizing his effort through the non-profit Blue Water Foundation here in San Francisco. The group already sponsors a sailing program for local middle school children, and *Lady Lee* is one of the boats used for the weekly sails.

For more information about the Blue Water Foundation and their work, you can call Lee Stimmel or Adam Barnes at 415-392-2018. To contact Peter Huebner, dial 510-649-9013, or drop him a line at P.O. Box 594, Diablo, CA 94528. Ziggy accepts mail and dried fish treats at the same address!

— shimon van collie

days of thunder

When one speaks about Howard Arneson, it's hard to fit the discussion into the context of sailing. For while Arneson loves going fast on the water, he eschews wind for raw horsepower — some 1,500 raging Clydesdales in each of two twin-turbine engines that push his 40-ft Arneson ocean racer to a top speed exceeding 160 miles an hour.

Still, Arneson is as much a part of the fabric of Bay Area boating as Forbes Island and the Berkeley Pier. And who among us doesn't have an Arneson story? Our first exposure was up in the Delta back in the mid-'80s. There we were, sitting in a quiet anchorage off the main river when the air started to vibrate. The sensation intensified until we were sure a flight of B-17s were coming in at tree level. Then, WHOOOOOMMMM! This thing goes by like a rocket sled on rails, trailing a roostertail higher than our mast. We later learned it was Howard on a quick blast down to the Bay.

continued outside column of next sightings page

SIGHTINGS

days of thunder — cont'd

Arneson, which was designed and built by its owner, features such amenities as twin canopies from F-16 fighter jets and a 'cruising speed' of 130. But to techie types, the real innovation is the drive unit.

Arneson developed the mechanism in 1969 after selling off an earlier business at a tidy profit. Engineers at the time relied almost exclusively on propellers that ran completely submerged. Arneson focused his attention on a type of device called a surface-piercing drive, in which the propeller is only partly submerged when operating at speed. The concept was an old one which had been discarded by the boating industry, but Arneson dug it up, refined it and adapted it for use on racing boats. Then he integrated a system that allowed the helmsman to steer the unit in both the horizontal and vertical directions, eliminating the need for speed-stealing rudders and trim tabs.

Scoffers and critics grew silent when Arneson's drives started running circles around everybody else. In 1982, he fitted the drive to a production boat, got behind the wheel himself and won the offshore boating championship. The next year, he fitted the drive on another boat and won again. In 1990, in a boat he designed and built, he covered a tricky 1,039-mile course on the Mississippi River in 12 hours, 40 minutes, breaking the old record by 7½ hours. Today, Arneson drives are found on all kinds of high-performance race boats.

Arneson is a 25-year member of the Marin Power Squadron, which itself is one of 500 local affiliates of the United States Power Squadron. The USPS is a private, non-profit organization formed in 1914 and dedicated to promoting safety on the water. To that end, all chapters offer classes in

continued outside column of next sightings page

alien

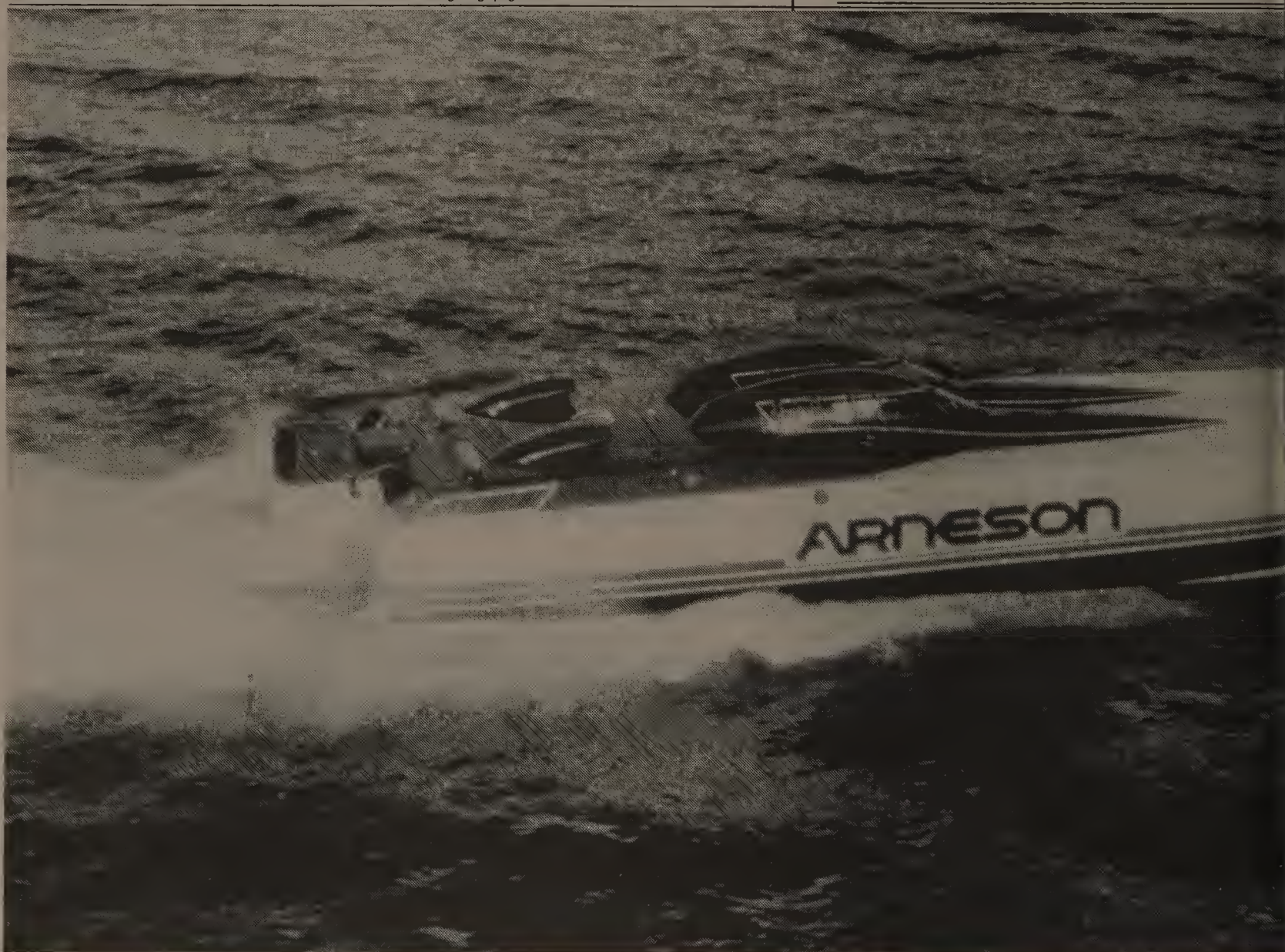
Here's one for the books. During the evening hours of May 23, Vessel Traffic Service picked up an inbound ship on radar. The ship did not respond to calls, which isn't altogether unusual: participation in the VTS traffic service is voluntary.

What was unusual was that the ship came under the Golden Gate only to stop near Fort Point — below the South Tower of the Bridge — at around midnight. By the time VTS notified Park Service police at 1:30 a.m. to keep an eye out for anything suspicious, the ship had reversed course and was steaming west.

Then word came in that there were all these people down at the Fort, a historic landmark which is closed during the night. Turns out they're illegal Chinese immigrants, which have been ferried ashore from the *Pai Chang*, a Taiwanese freighter.

And the chase was on.

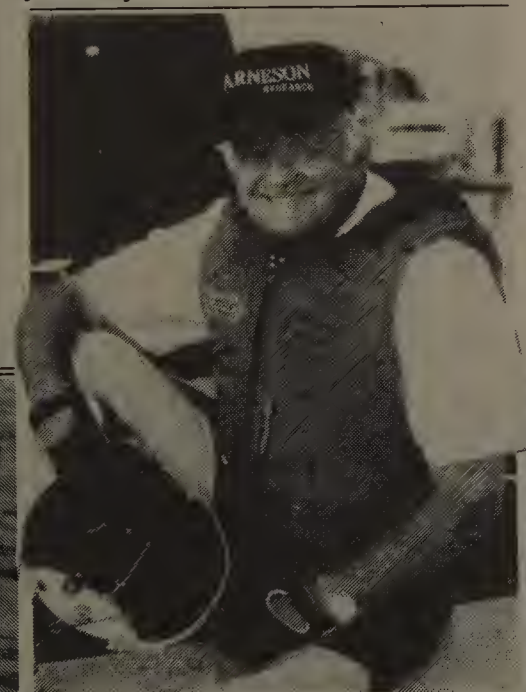
As immigration officials arrived to round up the illegal aliens and bus them down to the Pleasanton INS office for processing, the



invasion

Coast Guard cutters *Point Brower*, *Morgen-thau* and *Long Island* took off after the *Pai Chang*. Assisted by a C-130 and a helicopter, they caught up with the freighter about 70 miles west of San Francisco. It was being escorted back into port as this issue went to press.

The last report we heard before running this issue out the door was that 150 Chinese had boarded those INS-bound busses. By dawn, the remaining 50 or so had simply disappeared into the melting pot of the City by the Bay.



Above, Howard Arneson. Spread, the fastest 'pleasure' boat in the world.

days of thunder — cont'd

boating safety and seamanship which, in our estimation, are an invaluable first introduction to anyone new to boating, whether it be sail or power. They're also a valuable refresher for those coming back to the sport after an extended absence. (Similar classes are given by the Coast Guard Auxiliary.) Volunteers from USPS teach these essentials to upwards of 50,000 people across the country in 13-week, one-night-a-week sessions. USPS also works with the National Ocean Service to check and update the information contained in nautical charts and other marine publications put out by the federal government.

Why are we telling you all this? Because, now that you know who Howard Arneson is and what he's done, you might be interested in taking a ride with him aboard the 'rocket sled' itself. As part of a fund-raising drive, that's exactly what the Marin Power Squadron is raffling off.

MPS is offering 300 raffle tickets at \$25, and will hold the drawing as soon as the last one is sold. The first ticket drawn wins the ride of a lifetime aboard *Arneson*. Second and third prizes will win half-day sailboat cruises on the Bay — which is the one and only sailing tie-in you're going to get in this article. The tickets are even tax deductible under section 501 (c) of the IRS code.

To purchase tickets, make checks payable to the Marin Squadron Building Fund and send them to 1st Lt. J.B. McGuire, P.O. Box 2230, Sausalito, CA 94966-2230. For more on the basic boating course offered by USPS, call (415) 883-9815.

more lofty thoughts

Last month's article *Lofty Thoughts — Conversations With Bay Area Sailmakers* did not include every single loft in this area of the state. We did invite sailmakers who were not mentioned to contact us. Here's the first such update, on Bogart & Goring Sailmakers in Alameda.

"*Starbuck I* shows the route I have taken: modernize the older yacht by reducing the number of sails, eliminating winches for tacking and getting high speed out of low-tech fabric. Note the crane on the mast and the large roach paralleling the backstays. The 'real' luff on a main doesn't start until four to five mast-diameters aft, due to mast turbulence. The mast doesn't bend as the foot outhaul car varies the camber from 8 to 16% by forcing the battens in and out. The jib is also fully battened, going from flat to full by cockpit-adjusted line. The dots or 'spears' on the sails are vortex generators. They delay flow separation from the leech.

The sails in the picture are purple, hot pink, silver and Kevlar. Kevlar is the least valuable due to its short life. The full battens mean any color of cloth may be used. Wind tunnel experiments by NASA showed no difference in lift from a rigid sail surface to soft dacron provided the soft fabric is internally or externally supported.

In the new sail field, I ended last year by putting sails aboard Ethan Silvia's self-built, 87-ft staysail schooner *Darabar*. The Sausalito-based boat will be rigged by summer and Ethan will start a career as a commercial sailing skipper.

Beginning this year, I am shipping sails for the *Bermudes Express*, a 75-ft aluminum cat being built in Fairbanks, Alaska. She's scheduled to go 1,000

continued outside column of next sightings page



'Starbuck I'.

COURTESY DON CORING

SPREAD AND INSET: COURTESY HOWARD ARNESON

SIGHTINGS

lofty — cont'd

miles down the Yukon River to the Bering Sea, round the Alaskan peninsula, cross the Gulf of Alaska and arrive in the Bay by fall if all goes well. Jacques Berthamier, the builder and owner, eventually intends to charter in the Caribbean.

I am also putting together a more extreme version of *Starbuck* by converting a 44-ft motorsailor to a full-battened, variable-camber, efficient, yet low-tech sailor. I'm avoiding roller furling as a rolled jib creates mast and luff turbulence.

When discovered, the fully-battened, variable camber main and jib will be accepted."

— donald goring

they came, they

While much of the yacht racing world remains stagnant, Antigua Sailing Week continues to explode in popularity. This year's fleet included 235 entries — up 40 from the record a year before. They came from 35 different countries.

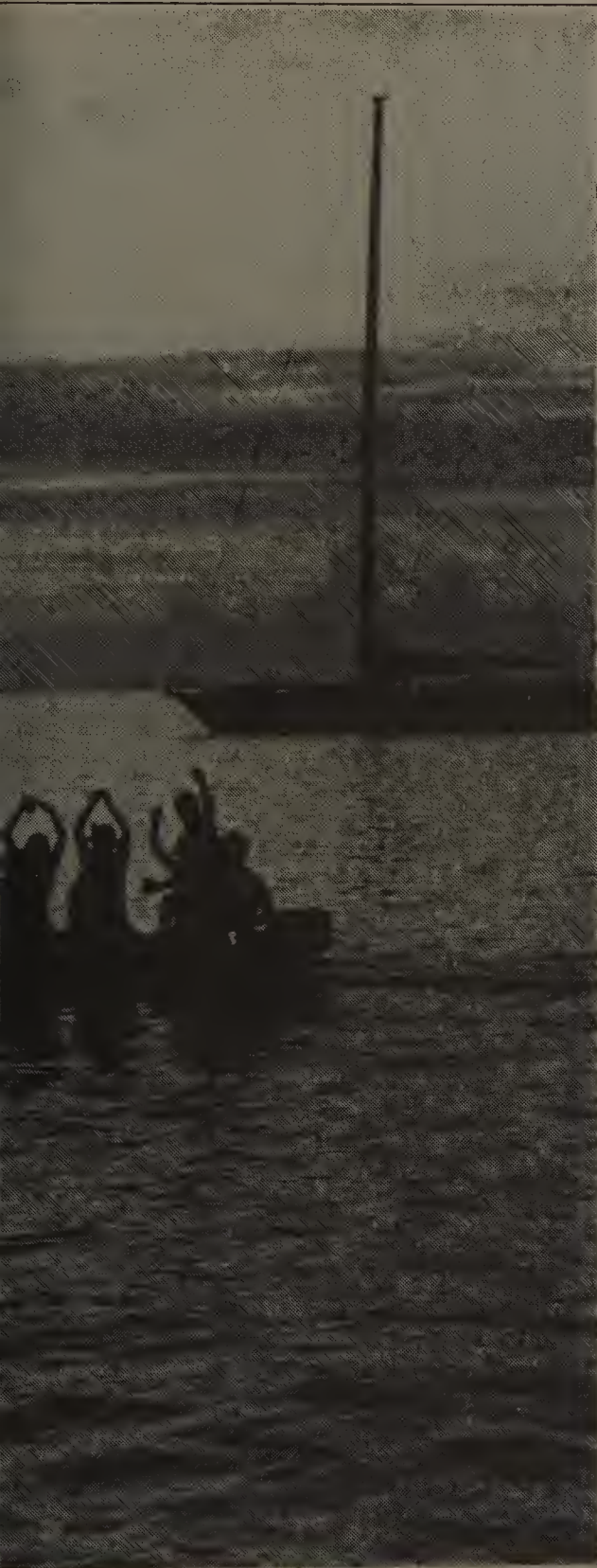
Leading the largest-ever Northern California contingent was Bill Hoehler — top center in the group photo — and friends from the Tiburon YC. Sailing a Moorings Farr 45, they finished first in the huge



saw, they conquered

bareboat charter division. In so doing, they also won a free week's charter from The Moorings.

In addition to the record number of competitors at Antigua, an unprecedented amount of Mount Gay rum was consumed. This is why the Wanderer's promised full report of the world's largest and wildest international yacht race has to be postponed for a month until his release from the Betty Ford Clinic.



SPREAD AND INSET: LATITUDE/RICHARD

one who dared

Picture yourself at the wheel of a classic schooner, dashing mile after mile before a fresh tradewind to some distant South Pacific island, there to rest peacefully at anchor just like a scene out of *Adventures In Paradise*. Man, what



JOHN SKORIAK

Angie Lackey in her former life.

you wouldn't give to chuck it all and go for it.

How many of us have had that dream at one time or another? Or should we say, how many of us *haven't* had that dream? But reality always sets in and most of us end up doing the 'right thing' — fighting the freeway, doing the 9 to 5, paying off the mortgage, the car payment, the VISA balance and all the rest of it.

Sausalito's Angie Lackey isn't like most of us. As you read this, she is well into the process of giving up a lucrative career, a '91 Beemer and a designer apartment for an uncertain future aboard a classic old wooden sailboat.

"I just decided that I felt more comfortable behind the wheel of a schooner than behind the wheel of a BMW," says Angie.

Now 32, Angie arrived in the Bay Area eight years ago after finishing her degree at the University of North Carolina. She had her first taste of Bay sailing soon after arrival, and thereafter her biggest priority with potential dates was that "we had to spend a lot of time out on the water." And she did. Angie became so enamored with sailing that she joined the Sausalito Sailing Club and hopped on boats whenever she could. She soon found herself crewing on occasional races in both the Bay and ocean, and eventually worked up to several deliveries with local rock stars.

As she honed her skills on the water, Angie was also climbing the corporate ladder at work. She was offered a lucrative position as the West Coast sales rep for a medical supply company. It came with the usual trappings and responsibilities, but meant spending nearly a month and a half at a time on the road. She still sailed, but not nearly as often as she wanted.

After several years at the grind, Angie decided it was time for a breather. For something different, she decided to take advantage of a charter offering in Mexico. Enter Sausalito's Alan Olson and his schooner *Maramel*.

For Angie, the contrast could hardly have been more dramatic. From weekend racing aboard lightweight, high-tech plastic boats to one of brass, manilla rope and acres of varnish. The two-week trip during Christmas of 1991 "changed my life," she says.

One thing led to another and when Olson returned to the Bay, Angie became a permanent fixture on *Maramel*, helping Olson with local sailing trips throughout 1991 and '92 while juggling her career at the same time.

Maramel departed the Bay for a Pacific Rim cruise in November of last year. Angie met up with the boat in February on the South Pacific island of Ponape for a month of cruising, including the leg to Guam.

"If I could have found someone to move my things and sell my car, I never would have come back," laughs Angie.

continued outside column of next sightings page

SIGHTINGS

one who dared — cont'd

As it was, she began those very tasks almost immediately upon arrival back home. Her status now: she is on an 'indefinite leave of absence' from her job; most of her co-workers think she's nuts, pregnant or both; her place overlooking the Marin headlands is sublet and as soon as she sells the car, she's outta here.

"Where I'm going, I won't be needing it," she smiles.

— john skoriak

putting the fun back in youth sailing

"This was a great weekend, simply great!" enthused popular NCYSA organizer Patrick Andreasen. "I grew up sailing here, and we never had anything like this. It even surpassed the excellent Full Circle Regattas we used

continued outside column of next sightings page

getting all

Anyone who's ever bitten into a hot Mexican pepper — or one of those truly evil little brown things some Chinese restaurants hide in their food — knows the awesome power of The Almighty Pepper. In fact, we're pretty sure The Pepper is responsible for those rare cases you hear about people spontaneously combusting. You know, bursting into flames. Happened to a guy we knew on a boat once. We were standing watch one night when, poof, there he went like a damn roman candle. We ran for the marshmallows, but it was too late.

Anyway, seriously, a fellow by the name



fired up

of Ken Fischer up in Pittsburg got the idea of putting pepper — like Cayenne pepper — into an epoxy-based bottom paint. The idea, of course, is to 'repel boarders' in the form of barnacles and other underwater hitchhikers that slow boats down so much.

The Navy, which is currently testing the paint at a shipyard in Charleston, South Carolina, thinks it has potential. Environmentalists like it because it's nontoxic and biodegradable. We like the idea because Cayenne paint *should* be a hell of a lot cheaper than copper-based bottom paint.

Stay tuned.



COURTESY WEST MARINE PRODUCTS

youth sailing — cont'd

to hold in the late '80s."

We heard the same sentiment, minus the historical perspective, from some of the 64 kids, ages 9 through 19, who just attended the West Marine/Northern California Youth Sailing Association Fun Regatta on May 22-23. Hosted by Monterey Peninsula YC, the weekend was much more than the by-now standard regatta/symposium fare. It was bigger, better and more fun than any of its predecessors, mainly because of West Marine's sponsorship. "We were able to offer the kids an incredible deal," explained Andreasen. "For only 29 bucks, they got food and lodging for the weekend, a Jim DeWitt commemorative T-shirt, a terrific beach party Saturday night, and zillions of prizes. They also got to spend the weekend learning from some of the best instructors around."

The regatta was unique in two ways: it emphasized the fun of sailing (not just improving sailing skills, but meeting new friends, increasing self-confidence and much more) as well as promoting environmental respect and awareness. In fact, one of Saturday activities was a beach clean-up, with a prize to the person who collected the biggest bag of trash. When was the last time you heard of that happening at a regatta? More traditional beach activities included a tug-o-war, egg toss, volleyball, Frisbee golf and, of course, a bonfire. Makes us wish we were kids again. . .

But the glue that held the weekend together was the sailing, which occurred in Lasers, Laser IIs and El Toros. Mixing the glue, in addition to Andreasen, were Pam Healy, Morgan Larson, Bruce Edwards, Dave Shelton, Patrick Whitmarsh, Richard Curthrell, Meade Hopkins and too many parents and members of MPYC to mention. After between 5 and 9 races on Sunday (depending on the class and skill level), it seemed everyone was awarded a prize. A sampling: 'Best Crash' went to Mark Breen, 'Most Enthusiastic Mom' was Judy Whitmarsh, 'Most Enthusiastic Dad' was Mike Rettenger, 'Family Travelling the Farthest' went to Jeff Loomis, and so on. The West Marine 'Outstanding Sailor' awards — for friendliness, positive attitude, sportsmanship, environmental awareness and for having the most fun! — went to Chris Greenough (boy) and Erin Zyderzett (girl). Other winners are listed in *The Racing Sheet*.

Two other lower-key NCYSA events are in the works, tentatively scheduled for June 26-27 at Encinal YC and August 28-29 at Sequoia YC. "We're looking forward to working with NCYSA again," said Sally-Christine Rodgers, West Marine's spokesperson. "Everyone really had fun — which, after all, was the purpose of the weekend!"

the coast guard's dirty laundry

"Thou shalt not commit adultery". It's not only one of the Ten Commandments, it's also part of the Uniform Code of Military Justice. We know this because BM3 Shane Smythe of Station Honolulu, who is married, was court martialed for committing adultery after he pleaded guilty to having sex with a subordinate on a Coast Guard facility — and trying to cover up the incident. A five-year Coastie veteran, Smythe was confined to the brig, reduced in grade and given a dishonorable discharge.

Oftentimes the Coast Guard seems like it's composed of impersonal robots. To prove it's actually made of people who, like other members of society, have all kinds of problems, we give you a list of some of their dirty laundry for the last quarter of 1992.

An E-2 convicted of writing stolen checks while absent without leave got two years at "hard labor" and a bad conduct discharge. An E-4 convicted of rape and adultery also got two years hard labor and a bad conduct discharge.

An E-6 convicted of being absent without leave and tooting coke got four months at hard labor — do they still make them break rocks with picks? — and a bad conduct discharge. A W-2 had his orders to command canceled as a result of drunk driving. An E-5 had his pay reduced for stealing, opening, secreting and destroying mail. A GS-6 was suspended without pay for five days for sexual harassment. An E-2 was convicted of larceny of an ATM machine. He was sentenced to six months at hard labor and fined \$3,000.

A GS-4 was "removed" — we don't know what that means, but it sounds

continued outside column of next sightings page

SIGHTINGS

dirty laundry — cont'd

serious — for improper use of government telephones. Also removed was a WG-10 for operating a government vehicle without a valid driver's license, and a WG-7 for attacking a supervisor and damaging government property.

A total of 35 members of the Coast Guard 'family' received administrative discharges for misconduct. This included 20 for drug abuse, 7 for fraudulent enlistment and 3 for "frequent involvement of a discreditable nature" with civil or military authorities. An additional 32 Coasties were given administrative discharges for alcohol abuse.

Actually, that's not too bad a record considering how many thousands of members of the Coast Guard there are — and that most of the above behavior would be considered normal in most California high schools.

short sightings

WASHINGTON, D.C. — Next time you think Congress has gone totally to seed, remember Congressional Resolution 34. A couple of months ago, the House voted unanimously on 34, which opposes the resumption of commercial whaling. This despite pressures from such nations as Japan and Norway, which have actually hired PR firms to try to convince Americans that killing whales is okay. Yeah, right. It's been U.S. policy since the Marine Mammal Protection Act of 1972 to oppose whaling, both here at home and as

continued outside column of next sightings page

new kid

Like the ugly duckling that grew up to be a beautiful swan, the yachts made by Nautor of Finland seem to possess a grace and elegance not associated with other lines of yachts. In fact, the extraordinary fit, finish and attention to detail of the Swan line has cemented it in many people's minds as the Rolls Royce of production boats.

The newest model to hit the water is the Swan 40, of which only a handful have so far been built. And the first one in North America ended up right here in the Bay Area. *Prezzo*, hull #5, currently resides at the San Francisco YC under the proud ownership of Tom and Gwen Price of Belvedere.

Price, who has been away from sailing a little while, says his original interest was in the race-oriented 11:Metre, which Paul Kaplan markets through his City Yachts brokerage in San Francisco. "But my wife's been using buckets for years, so we decided to look for something a little bigger," says Price.



in town

He liked a lot of things about the J/130, but a friend who had a Swan 38 convinced him to give that line a serious look. Price did: he flew all the way to the Miami Boat Show to look at the new 40, the same boat he now owns. Interestingly, he bought the boat through Paul Kaplan, who was recently named Northern California agent by Nautor's Swan and brokers the boats through the Paul Kaplan Company.

"We're absolutely in love with the boat," says Price, who's been doing a few evening races with *Prezzo* ('price' in Italian). "I wanted a boat that my wife and I could handle ourselves, but we found out our two boys can contribute, too. Last time we went out, my 6-year-old cranked the main up all by himself!"

Tom looks forward to getting back into racing. Short term goals include competing in the Swan Class (if there is one) in this year's Big Boat Series and a Hawaii race in the next couple of years.



MITCH PERKINS

shorts — cont'd

a member nation of the International Whaling Commission. The IWC's six-year moratorium on commercial hunting of certain species of large whales continues, although some countries continue to 'harvest' dolphins, porpoises and other smaller whales.

WASHINGTON, D.C. — The next time you think Congress *hasn't* gone to seed, think about the Luxury Tax. Despite being directly or indirectly blamed for the blight that's all but decimated the American boatbuilding industry, causing the loss of tens of thousands of jobs and costing the feds much more than they ever hoped to raise, Congress has yet to repeal the law. Once again, boating groups across the country are urging boaters to let their legislators know that this law is *not working*. You can call and voice your opinion at (202) 224-3121, or write the Congressman of your choice c/o U.S. Senate (or House of Representatives), Washington, D.C. 20515.

MENDOCINO — Man Rescued By Dead Kayaker! Now there's a headline that would look right at home on one of those supermarket tabloids. But it really happened in April. When a surfer got caught in a rip tide near the mouth of Big River, near Mendocino, a kayaker came to his aid, and helped the 17-year-old make it to shore. The kayaker was none other than Bill Kreutzmann, the drummer for the Grateful Dead.

NORFOLK, VIRGINIA — Work is progressing on schedule on Michael Carr's 1994 Class I BOC boat, which we featured in our April issue. Mike dropped us a line to let us know the boat now has a name — *Imagine* — and that the boat was due for launch in May. (The start of the next BOC is off Charleston in September of next year.) In the April piece, we gave a few examples of how well Mike and Stephanie, his wife and project manager, have done their homework. Here's another one: The boat, limited by the rule to 60 feet LOA, is being built to 59 feet, 11 5/16 inches — expansion, don't you know.

"Just playing it safe for that hot Charleston sun," says Carr.

ALAMEDA — In the annals of the military, desertion in wartime was once punishable by death. But then, *participation* in wartime was regularly *rewarded* with death, so it balanced out. In the first case ever in those annals, however, a young Navy sailor deserted the U.S.S. *Abraham Lincoln* earlier this year — for being ordered to dump trash over the side!

It wasn't just any trash, however. Having grown up in the ecologically minded city of Santa Cruz, 20-year-old Aaron Ahern was particularly sensitive to the effect toxics and plastic have on the environment. And rather than toss them into the Pacific, he took his chances and went over the hill. Literally.

Ahern reappeared on the *Lincoln* last month, 10 weeks after leaving, and turned himself in. He is being allowed unrestricted movement aboard the ship until a court hearing begins. The Navy, of course, denies that it dumps illegal items — plastics or any kind of toxics such as paint or oil — off ships.

ALEXANDRIA, VIRGINIA — In the fairy tale, Peter got in big trouble by crying "Wolf!" when there was none. In real life, Jorge Mestre of Fairfax, Virginia, got in even bigger trouble by issuing an equally false distress call to the Coast Guard last August. As the first person convicted under a new law that makes such calls felonies, the 50-year-old Mestre received the following: 60 days home confinement, 12 months probation, 200 hours community service, permanent revocation of his amateur radio license and a \$50,000 fine payable to the Coast Guard to defray part of the expense of launching an unnecessary search.

Mestre was found guilty of broadcasting false signals on August 7, 1992, claiming that a boat had sunk in the Caribbean and that six people were in the water. The Coast Guard responded with two planes and two helicopters in a vain search that cost taxpayers about \$100,000. Mestre is a suspect in three other incidents of phony distress calls.

More than the money, however, false alarms occupy equipment and personnel that might be needed in a real emergency. Several years ago, that exact thing happened, resulting in two fishermen being lost at sea off New Bedford when a phony distress call interfered with their real call for help.

DECADENTS

After cutting their cruising teeth in Mexico, the destination of choice for most West Coast mariners seems obvious: the South Pacific. It's hard to argue. You're carried downwind by warm tradewinds to a tropical paradise of almost mythic propor-



LATITUDE/RICHARD

Jim Kenyon and 'Action' Jackson.

tions. Everywhere you go, palm-lined beaches surround blue lagoons teeming with brilliantly colored tropical fish. The pace is slow, the people are friendly, the islands are lovely, there's little traffic and no car-jackings.

"I don't know a damn thing about sailing."

Or, you could transit Panama and head for the Caribbean, a place of fabled islands, steel bands, more warm tradewinds and tons more palm-lined beaches, tropical fish and friendly people.

The number of West Coast cruisers who opt to head straight for the Mediterranean, however, is decidedly small. Unless it's part of a circumnavigation, there are three major drawbacks: 1) It's a long way away, 2) It's

expensive, and 3) The sailing is just plain lousy. But for those few with the will and the means to overcome these obstacles, the rewards are reputed to be tremendous.

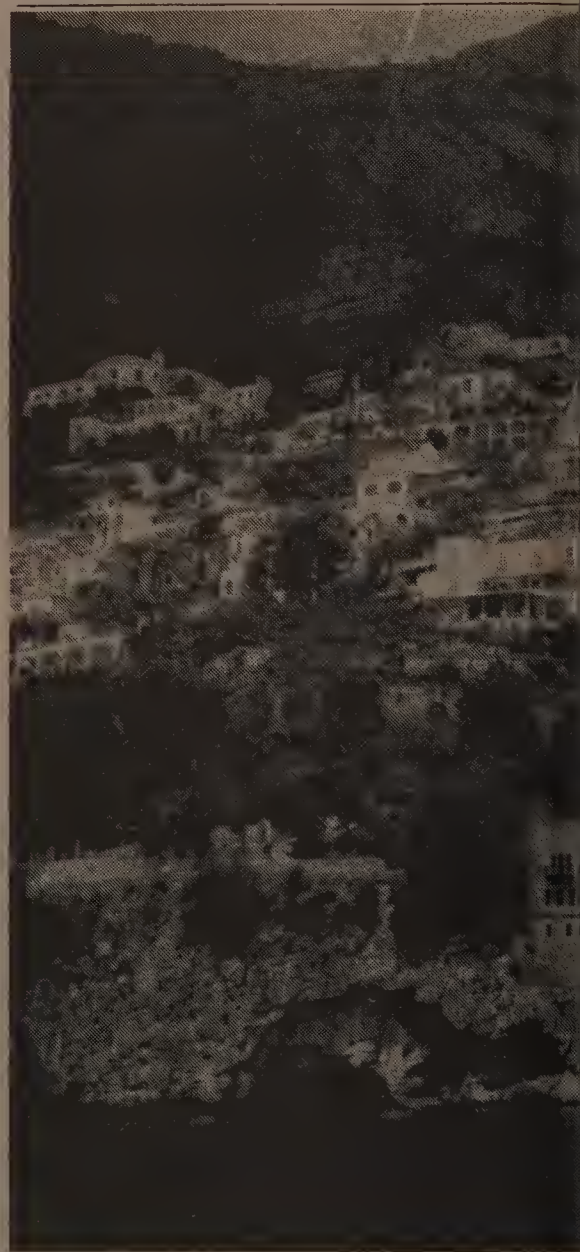
And once hooked, the Med continues to beckon cruisers back time after time. Northern California sailors who've cruised the Med for numerous seasons — some for more than 10 summers — include Rob and Joan Roy of Tiburon, James Crittenden of San Rafael, and Hank and Mary Grandin of Sausalito. There have been many others. While we haven't taken a survey of why each chose to cruise the Med, we think Samuel Johnson might have pinpointed the allure with the following pre-politically correct 18th century reasoning:

"The grand object of travelling is to see the shores of the Mediterranean. On these shores were the four great empires of the world — the Assyrian, the Persian, the Greek and the Roman. All our religion, almost all our arts, almost all that sets us above savages, has come from the shores of the Mediterranean."

Jim Kenyon is one west coaster who did 'go for it'. A real estate developer who lives not far from Marina del Rey, Kenyon had his Irwin 68 *Capital Gains* delivered to the Med for three months of cruising last summer. "The beauty of cruising the Med is that there's such an intense concentration of history and culture," he says.

For a guy like Kenyon, however, a culturally rich Med would not in itself be adequate. There would have to be plenty of nonsense, wild times and beautiful women. He found all he was looking for — and more.

"It was," Kenyon pronounces unabashedly, "the best summer I ever had." That's



almost since she was launched. Jackson has done as many as 22 weeks of charter a year with the boat — which was still not enough to turn a profit. The rest of the time he's shuttled Kenyon and friends around the islands.

"I don't know a damn thing about sailing," Kenyon says proudly. "Whenever it gets rough, I go down to my cabin to sleep or read until Jackson gets us wherever we're going." This is no hollow boast — Kenyon eschews both wheel and line. As he sees it, his primary responsibilities are paying the bills and inviting anyone who looks interesting aboard for drinks.

(While Kenyon takes perverse pride in abstaining from the running of his boat, he knows more about sailing than he initially lets on. After a cocktail or two, he'll confess that he and a buddy used to sail a Mercury some 30 years ago on San Francisco Bay. After each sail they'd retire to the St. Francis YC for drinks and dinner. Kenyon says the St. Francis was so disorganized back then



The mountainous regions of Europe are considered by many to be the most interesting. Spread, Amalfi. Inset, along the Cote d'Azur.

that neither he nor his friend were ever billed for the *apres* sailing drinks or meals. "Once we discovered the food and drinks were on the house," he explains without a trace of guilt, "we started sailing a lot more often.")

Kenyon must have done well as a developer, because he's currently able to afford a relatively posh life of almost full time mischief. Even with the real estate market in the dumps, he's able to maintain a level of decadence and roguery most of us would envy. "I am the Tommy John of womanizing," he proclaims. Fortunately for Kenyon, he's found the perfect captain — and ally — in 'Action' Jackson.

Since Kenyon and Jackson enjoy interrupting each other's answers with incomplete sentences, we never did learn whose idea it was to take *Capital Gains* to the Med. Whatever the case, Jackson and a delivery crew departed their St. Thomas charter base on

May 15 with a couple of 55-gallon drums of diesel lashed to the deck. Not exactly a sailing purist, Jackson didn't circle north seeking following winds like the majority of eastbound trans-Atlantic cruisers. "We left St. Thomas and headed straight to the Azores," says Jackson. "The winds are usually pretty light, so we motored almost the whole way." They made the Azores in 10½ days. It was another four days to Gibraltar and three more to Spain's Balearic Islands. This same trip would take most conventional cruisers more than month. But like we said, there's not much that's conventional about Kenyon or the way he cruises.

Once in the Med, Kenyon's plan was to experience as much of the best the Med had to offer in three months. While there are 18 countries that rim the 2,300 by 1,100 mile inland sea, only five — Spain, France, Italy, Greece and Turkey, and the major islands of Mallorca, Corsica, Sardinia, Sicily and Crete — offer good cruising. Other places, such as Gibraltar, Malta and Cyprus, are major bases

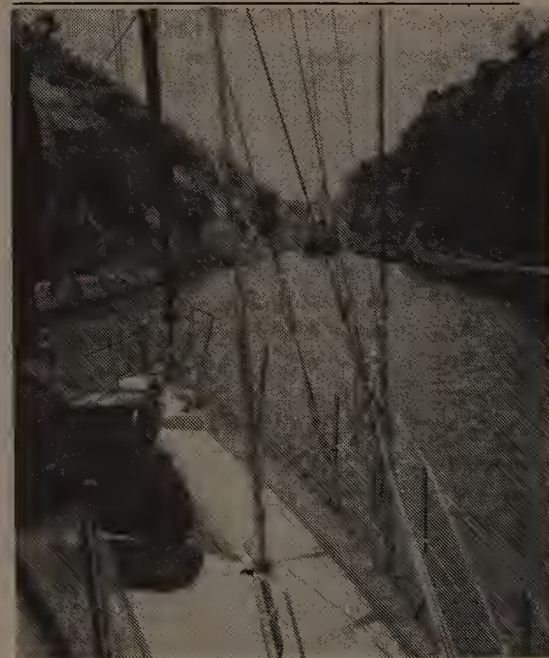
for yachts but have otherwise poor cruising. Yugoslavia, once renowned for cruising, has been battered by war, and American flag vessels have recently been getting kicked out of Tunisia.

Kenyon and Jackson figured that by limiting their scope to just the prime area — the 1,900 miles from the Balearics to Turkey — they could cut the Med down to a manageable size for a three-month sojourn. While this would be a positively hellbent pace to the minds of most other Med veterans, it suited Kenyon and Jackson's antsy temperaments and admittedly short attention spans perfectly.

"I joined the boat in Ibiza on June 5," remembers Kenyon, "and before I'd picked up my bags at the airport, I'd seen enough condom dispensers to get a pretty good idea of what life was like on this island. Without a doubt, Ibiza is the party island of the Balearics. It was great for three or four days, but even we couldn't take anymore after that."

The Balearic Islands of Spain — which in descending order of size also include Mallorca, Menorca and Formentera — are among the prime cruising grounds of the Med. "Mallorca was great and Menorca even better," recalls Kenyon. "The people of these islands are very spirited and energetic."

Many cruisers spend entire summers in the Balearics. Kenyon and Jackson, however, had 'been there and done that' in a searing nine days.



Life's a slice: Transiting the Corinth Canal.

"My concept for the entire summer," notes Kenyon, "was to stern tie at a quay in front of a restaurant each night. We'd eat dinner at the restaurant and spend the night moored to the quay. In the morning we'd have coffee

DECADENTS

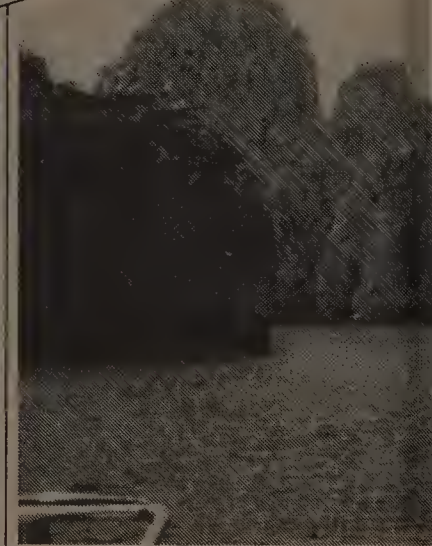
at a local spot, then cast off and cover — it's all motoring in the Med — another 40 miles. By late afternoon, we'd begin the whole routine all over again. Except for a few minor exceptions, it's possible to harbor hop this way from one end of the Med to the other. In that respect, I think cruising the Med has a huge advantage over the long distances between islands in the South Pacific."

One of the few exceptions to harbor hopping was the passage from the Balearics to the South of France. Thinking he'd enjoy fooling around Europe more than motoring for a couple of days on his boat, Kenyon had Jackson deliver *Capital Gains* to Antibes.

For most of those who can afford it — and Kenyon says it wasn't *that* expensive — the South of France is irresistible. Kenyon, Jackson and their international pick-up crew loved it.

"Antibes was elegant, Monaco was classy — the whole Cote d'Azur was sensational," says Kenyon with a smile. "The absolute best stop, however, was St. Tropez. God, what a show!"

St. Tropez remains *the* place where the beautiful, young, wild and chic come to flaunt whatever they've got. It's where upscale exhibitionists and international celebrities enjoy being seen, sunbathing



spot to stern-tie at the quay."

Now, for those of you who don't know, a slot at St. Tropez is among the most prized in all the Med, if not the world. At the height of the season — July and August — anyone short of kings and presidents just has to park somewhere else. "We arrived in late June and it wasn't a problem," says Kenyon — but

of port officials ran out flailing their arms trying to wave him off. 'No, no, no,' they shouted, 'you can't tie up here, it's somebody's else's spot!'"

But Jackson, says Kenyon, pretended not to understand a word they were saying. 'Here we come, y'all!', he hollered in his crazy Southern accent, and threw them the

**Kenyon's all-time favorite role
is that of the insensilive, wealthy American.**

only because Jackson had developed a ruthlessly simple but foolproof strategy.

"You should have seen my captain," says Kenyon in unbridled admiration. "He spotted an opening at the quay at St. Tropez — some guy had probably taken his boat out for an afternoon sail — dropped the anchor and starting backing into the space. A couple

stern lines. The officials just tossed them into the water. Jackson would just smile, recoil them, and throw them back to the officials, who were inevitably furious by this time. 'Try it again,' he'd shout with a big smile.

"I got so embarrassed," confesses Kenyon, not easily victim to the emotion, "that I had to go below and hide in my cabin until it was



Street of broken dreams — Ephesus.

nude and rocking out until the sun comes up.

"The key to enjoying all that St. Tropez has to offer," advises Kenyon, "is getting a



Clockwise from here: the coast of Capri; the Capri-mobile; model citizen in St. Tropez; the captain about to do something disgusting with squid; ruins at Ephesus.

all over. But Jackson simply wouldn't take 'no' for an answer, so we got one of the coveted berths. It was worth the effort, too — God what a great spectacle of humanity. And the women — wow!"

Kenyon believes that most port officials actually respected Jackson's perseverance. "Once we learned never to take 'no' for an answer, we never got turned away from a harbor for the rest of the summer. And summer in the Med is the three busiest months in the most crowded yachting area of the world."

Were bribes required?

"Hell, yeah," says Kenyon. "In the real popular places we had to pay port officials lots of money. The port captain at St. Tropez is probably the richest guy in town. How much," Kenyon yells over to Jackson, "did you need to bribe the guys in St. Tropez?"

"Oh, I was really pissed," responds Jackson, "I had to give the guy \$20 before he'd let us stay there."

Kenyon gives his captain a dumbfounded stare. "Only \$20? I thought you had to pay him a couple hundred!"



"Jackson's really funny about money," Kenyon says, turning to us. "If it's only a few bucks like that, I tell him just to pay the guy

the damn money so we can just go have some fun. But he's got to argue. . . ."

"Well, it's not right!" says Jackson.

Kenyon glares at his captain, unable to understand why the latter doesn't get it: in small matters, right and wrong don't have much to do with anything. The line is often just as fuzzy in larger matters. Kenyon, for instance, boasts that he's one of the financial contributors who's gotten the University of Washington football team in deep trouble with the NCAA. Like the Steve Martin character in *My Blue Heaven*, you get the feeling Kenyon probably overtips everyone — including people who've never been tipped before in their lives.

After the Cote d'Azur, Kenyon and crew proceeded east to Italy's San Remo and thence down the 60-mile stretch of coast from Portofino to La Spezia known as the 'Portofino Peninsula'. The irreverent Kenyon became almost solemn when he spoke of the region.

"Portofino itself was terrific," he says. "It's very small but chic — and they keep it as clean as Disneyland. Everybody is required to turn off their generators by 8 p.m., which is another nice touch."

While Portofino is famed the world over, Kenyon was equally impressed with unheralded little villages just a few miles further east. Camogli, described by the Heikell *Italian Pilot* as "a gem", was just one of them. A particularly favorite section was the Cinq Terre or 'five lands' region. This consists of five villages clinging to cliffs over the sea that up until recent years were accessible only by foot or boat. There was just enough space at

'Capital Gains' crew tries the Turkish handshake. The Turk won.

one of the area's two little harbors for *Capital Gains* to spend the night with members of the working class and a few tourists.

DECADENTS

After enjoying the urban La Spezia region, Kenyon and crew made the 50-mile crossing from Livorno to Corsica, a tall, jagged granite island. Being so close to Italy and Sardinia, you'd expect the fourth largest island in the Med to be Italian, but it belongs to France.

"On the west side of Corsica there's a

ALL PHOTOS COURTESY
JIM KENYON EXCEPT AS NOTED

Cervo resort developed by the Aga Khan and friends. "It's one of the most famous — and certainly the most expensive — waterfront playground in the world," says Kenyon. "It was nice, but not that nice. Frankly, much of

full view of those on shore. The Stars 'n Stripes, of course, is prominently displayed.

What prevents Kenyon from being an 'Ugly American' is that he's gregarious, humorous and doesn't take the act seriously. As a matter of fact, one of the things he most enjoys is sharing his good fortune with intriguing strangers. As a result, instead of being disgusted, people were entertained. Well, most people. There was this one fellow on the island of Ischia. . .

Located just off the coast of Naples and said to be every bit as lovely but less crowded than nearby Capri (\$240 a night to moor), Ischia turned out to be a perfect place for Kenyon to pursue one of his primary goals of the cruise: to be rejected by a woman of every country, if not every region. So upon arrival at an Ischian restaurant and bar, he directed his charms at a particularly attractive woman — who turned out to be the girlfriend of the local mafia *campo*. Before long, the waiters, bartenders and even piano player had disappeared. When the *campo* arrived, it became a tense scene. But Kenyon's good humor and offer to buy everyone a round of drinks calmed the waters. By the end of the evening, he and the *campo* were pretty tight.

Continuing south toward the 'toe' of Italy and Sicily, *Capital Gains* stopped at a number of the small Aeolian Islands. While it was rougher so close to the narrow Straits of Messina, the local cuisine more than made up for it. "The food was sensational; and the same \$25 meal there would have cost \$250

***In St. Tropez at the height of the season,
anyone short of kings and presidents just has
to park somewhere else.***

national park — sort of like a Grand Canyon with water," says Kenyon. "The coast has all sorts of indentations, so it also reminds me of the Canadian Gulf Islands, one of the stomping grounds of my youth." The island is sparsely populated.

At the southern tip of Corsica is Bonafacio with its famed limestone cliffs and citadel. "We happened to be there on the 4th of July and spotted some U.S. Navy ships," says Kenyon. "We weaved our way through the fleet, playing patriotic marches at full volume and having our crew of mixed nationalities and sexes waving to all the sailors. Judging by the fact they all gave us 'the finger', I imagine they would have preferred to be back home with their girlfriends — or at least onboard with us."

Just across the narrow strait from Corsica is Sardinia, the Med's second largest island. (Sicily is the first.) Sardinia is said to be home to bandits, but cruisers have far more to fear from the legal thievery at the Porto

it is now 30 years old and reminded me of an Irvine Ranch on the water."

Just how expensive was Puerto Cervo? It cost between \$235 and \$435 per night for *Capital Gains* to moor there. Perhaps in order to extract some revenge, Kenyon and Jackson took the entire female staff of a Sardinian restaurant out for a daysail, promising to have them back in time for their dinner shift. The naughty boys weren't true to their word and the waitresses were late for work. *Capital Gains* headed toward the Amalfi Coast with yet another minor brouhaha in her wake.

Kenyon doesn't attempt to disguise his affection for devilment. In fact, his all-time favorite role is that of the insensitive, wealthy American. For example, whenever Jackson is backing the boat into a quay, Kenyon stations himself on a stern seat, lights a big cigar and has a stewardess serve him a martini in

HURRIED OBSERVATIONS

We're just taking a wild guess, but we have to think most cruisers would probably not emulate the itinerary on *Capital Gains*, even if they could. Still, Jim Kenyon didn't get where he is by being a slow learner. After only three months, he formed some pretty solid perceptions and opinions about cruising in the Med, and about how he'd do it differently the next time. For example:

Proper Timing — "Our cruise started on June 5 and ended three months later. It's still cool in the Med in June, so if I had to do it again, I'd start 10 days or so later and stay a little longer. The good thing about starting early in France and Italy is that you avoid the impossible crowds of July and August."

The Pace — "We covered 1,500 miles in three months. That's too fast for some, but it was perfect for us. I wouldn't, for example, have wanted to go slower and have missed

Turkey."

Languages — Many people think that only knowing English would create huge difficulties in the Med, but that wasn't the case for *Capital Gains*. "Language wasn't a problem for us," says Kenyon. "In fact, it probably helped Jackson when he played dumb with port officials to weasel his way into a berth. I must admit, however, another language would have been very helpful in better appreciating the culture."

There's also a joke about languages that is very popular with the French: "If a person who speaks three languages is trilingual and a person who speaks two languages is bilingual, what do you call someone who speaks just one language? Answer: An American."

The People — "Everywhere we went people were friendly," says Jackson. "Just

great."

Expense — "It's not cheap cruising the Med, especially in the South of France and the exclusive parts of Italy and Puerto Cervo. But it's not that expensive everywhere else. And if you go west to east as we did, the end of your trip is much, much cheaper than the beginning. Turkey was not only the best and least crowded, it was the least expensive."

Kenyon also notes that even last summer, the dollar was gaining in value against most currencies in the Med. Since *Capital Gains* left, it's gotten even better. In the last six months, the dollar is up 16% against the franc, 29% against the Greek drachma, 46% against the lira and 30% against the Spanish peseta.

Mooring — While *Capital Gains*'s owner elected to moor almost every night, this wasn't necessary. "You can spend an entire

each at Puerto Cervo," says Kenyon.

While the southern part of Italy is much poorer than the north, Kenyon found the people to be very friendly and marveled at some wonderfully preserved Roman ruins. "We visited one island where Emperor Tiberius had seven palaces. This was during the decline of the empire, when Tiberius and others would screw little boys and then have them tossed from the cliffs. It reminded me of the direction in which the United States is heading."

In late July, Kenyon and Jackson parted ways for three weeks, Kenyon to fool around in Italy and Jackson to do a couple of weeks of charter with *Capital Gains*. On August 10, they reunited in Turkey, with Kenyon bringing a couple of his kids along.

Before we could get any details about their cruising in this part of the world, Jackson enthusiastically blurted out: "I really love Turkey!"

"Well, I really loved Turkey also," chimed in Kenyon.

"Yes," says Jackson, "but Turkey was my favorite spot of the whole trip. You liked Italy the most."

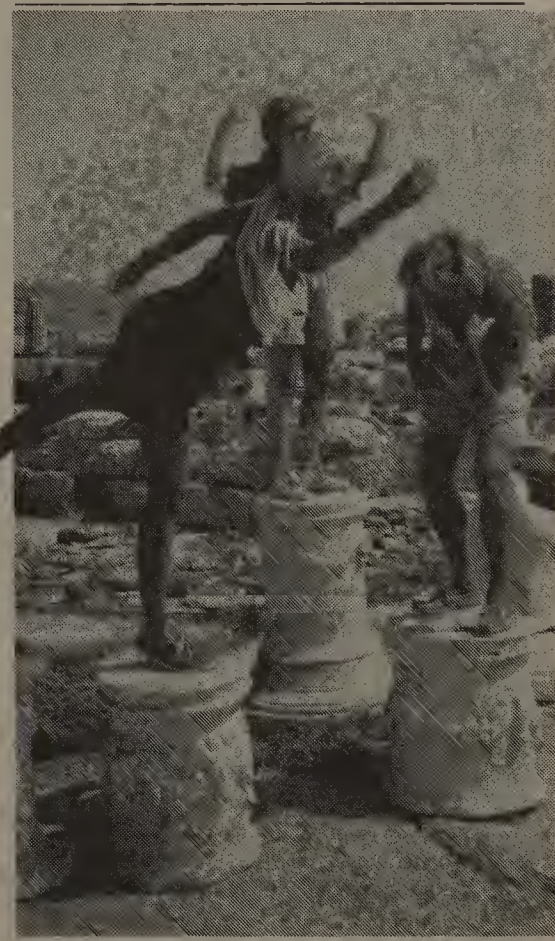
"That's true," answered Kenyon, "but I'll tell you what I liked about Turkey anyway: The people are polite, they respect women, it's dirt cheap compared to all the places we'd been before, the sailing is the best in the Med, and it seems that everywhere you anchor there are beautiful ruins of ancient



civilizations right beneath your feet and keel. Ephesus, for example, has the most complete ruins of the eastern Roman Empire.

"You forgot to mention that there are hardly any other boats cruising Turkey," chides Jackson. "And no matter how remote a cove you anchor at, there's always some tiny family-run restaurant tucked away that serves delicious food for very little money."

Turkey was as far east as *Capital Gains* ventured in the whirlwind voyage. From there they turned back west and made stops



Left, mother and child, Pompeii, 79 AD. Above, boys and girls, Delos, 1992 AD.

in Rhodes, Mykonos and Athens before Kenyon and the kids left Jackson once again. Greece was a minor disappointment after Turkey.

"The Greek islands were all the same and I think the Greeks are sick of tourists," says Jackson.

"Worst of all was the food," added Kenyon. "With some minor repackaging they could market the stuff as petroleum products."

Having a full-time paid cook and not liking Greek food didn't keep Kenyon and the *Capital Gains* crew from having a little fun. Frequently, they just ordered food to go from the closest restaurant to wherever *Capital Gains* was stern-tied. One night, however, Kenyon sought even greater decadence. He dispatched Jackson to the taverna across the street to order not just dinner to go, but also a table, chairs and all the place settings. The management duly accommodated them, placing a table on *Capital Gain's* spacious afterdeck and serving them dinner. Again, everyone was amused rather than disgusted by the crazy Americans.

True to form, there were also some wild times in Greece. Remembers Kenyon, "One night we had two girls from Cincinnati — one plain and one pretty — for dinner. They hated each other. We also had a couple of South African crew, some other folks, and

summer in the Med and never have to pay for mooring, says Jackson, "including right near Puerto Cervo."

Fuel — The price of fuel varied dramatically from place to place. It was the least expensive in Gibraltar, Rhodes and Athens at about 75 cents a gallon. It was \$4 a gallon at Antibes and similarly expensive elsewhere in the South of France and Italy.

Communications — "One of the things that surprised me the most was how easy it was to make phone calls," says Kenyon. With lots of family, friends and girlfriends coming to the boat, our schedule was always changing. It was important to be flexible. Because of excellent communications and public transportation, people were able to change schedules and catch up with us with no problem. The only exception was Greece, where telephone service was poor."

Guidebooks — "Rod Heikell has written a series of detailed guide books for all these waters. They aren't cheap, but they are excellent. In addition, you'll pick up many other books and publications to greater appreciate the local culture and history."

The Best Way to See the Med — "By water is the only way to enjoy it," says Kenyon, adding somewhat cryptically, "With all the history and antiquities, it's almost like snorkeling above water."

The Big Lesson — "I returned to the United States with renewed respect for our country," says Kenyon. "It's lovely in the Med and the slower pace of life is great. But there are no opportunities to get ahead and thus no ambition. People are trapped into the situations in which they are born. The United States has its problems, but it's still a good place to come home to."

DECADENTS ABROAD

two Greek girls who'd been studying in Paris. The Greek girls hated each other as much as the two girls from Cincinnati. All in all, it was an interesting evening, especially when one of the Greek girls fell through an open hatch."

Despite all the buffoonery and nonsense, Kenyon notes there was no animosity toward the Stars 'n Stripes. "People respected the American flag, and we were proud to fly it.

Although he didn't care for the food, the antiquities of Greece so inspired Kenyon that when he left the boat on August 31, he flew immediately to one of the best places in the world to learn more about the ancient Greeks: the British National Museum in London. As most everyone knows, the Brits stole much of the good stuff.

Meanwhile, Jackson had convinced Kenyon he should take the boat back to the South of France — specifically St. Tropez — "to try and sell her and get a real ocean boat, like an Ocean 71." In order to get there, they had to pass through the Corinth Canal.

"I knew Jackson was crazy and that the boat wouldn't sell in Europe," says Kenyon. "But I'm happy we went."



"The people of these islands are very spirited," says Kenyon.

What made him perhaps happiest was that they ended up in St. Tropez — in a coveted quay spot, of course — next to a

British industrialist who brought a bunch of models down to pose for a calendar. It wasn't long before the models learned that life was more fun on *Capital Gains* than with the stuffy industrialist who'd paid all the bills.

With no buyers in sight and the season rapidly drawing to a close, Jackson took *Capital Gains* to Gibraltar and then the Canaries. "You want to get out of the Med and to the Canaries by the middle of October," he advises, "because those gales start blowing one after another. It's worst off the northwest coast of Africa, because they'll blow you right on the beach."

Relying on the motor almost exclusively once again, Jackson brought *Capital Gains* back to St. Thomas in just under 14 days.

Begun almost on a whim, it had been one of the quickest 'cruises' ever, but Kenyon wasn't the only one to think it had easily been the best. He and Jackson are contemplating cruising the Pacific next, but Kenyon wonders if the huge distances between islands and the lesser culture will leave him, like so many others, longing for the Med.

— **latitude 38**

Emery Cove Marina

LATITUDE 37° 50' 20"N

LONGITUDE 122° 18' 30"W

The Perfect Location!

- Convenient to San Francisco and the East Bay
- 30 to 60' double-fingered berths
- On-site security and card key system
- Showers, toilets, washers & dryers
- Water, telephone and 30 or 50 amp electricity each berth
- Dock boxes
- Pump-out stations
- Rate: \$4.75/ft. downwind, \$5.25/ft. upwind
- No liveaboards



For more information on the Bay's finest Marina call (510) 428-0505.

Or write for more information:

3300 Powell Street, Emeryville, CA 94608.



The Bay Area's fouling problems can get as tough as those in warmer climates. So you need the strongest bottom paint. Trinidad has more cuprous oxide (up to 75.8%, depending on paint color) for more antifouling strength than any other conventional bottom paint. So it works like nothing else on the Bay.

For information, call (201) 625-3100. Pettit Paint Company, Rockaway, New Jersey 07866.

PETTIT 

A superior way to
keep fouling at bay.



THE BOTTOM LINE ON OUR BOTTOM PAINT: IT WORKS

Stainless Cookware Travels With You



- Famous for great cooking
- Cleans easily to stay beautiful
- Nests for storage in one cubic foot



CRUISING EQUIPMENT

6315 Seaview Ave. N.W.

Seattle, WA 98107

206-782-8100

Cuisinarts®

TAP

Plastics
the fantastic plastic place

Specialists in Plastics and Customer Service

we're Fantastic!

- Fiberglass Fabrics & Fillers
- Polycarbonates & Acrylics
- Epoxy & Polyester Resins
- Vinyl Lettering
- Pour & Spray-in-Place Foam for Flotation & Insulation
- Custom Fabrications with Acrylics
- We Can Make Windows & Hatch Covers

Free Catalog
19 Locations
We Will Ship

**TAP our toll free number to
find the Store nearest you.**

1800 246-5055

Use within Northern California.

If out of this area call:

(510) 778-1223

**Celebrating
40 Years**

VALLEJO RACE:

Saturday, May 1, 10:00 a.m. — The 1993 racing schedule got off to a fine start, as evidenced by the photo below. It depicts the first division (Express 37s, J/35s and 11:Metres) just seconds after the starting gun: Chris Perkins on his red J/35 *Major Damage* (28335) was first off the line, just ahead of Charlie Kuhn and Tim Russell's *Esprit* (28108). But in the Vallejo Race, more than others, it ain't over 'til it's over — both boats eventually lost to Andrei Glasberg's *Il Pellicano* (28285).

But the Vallejo Race isn't really about winning and losing — like a nautical Bay to Breakers, it's about making the scene. And other than the folks on two boats that got dismasted on Sunday (Ev Lester's Olson 25 *Picante* and Bill Swetzer's Olson 29 *X-Ta-C*), a good time was had by all. Somewhere around 325 boats competed in 35 classes; the weather was perfect; the party was long and loud. . . Altogether, it was a great way to kick off another season.

Revised (and hopefully final) results of the weekend follow:

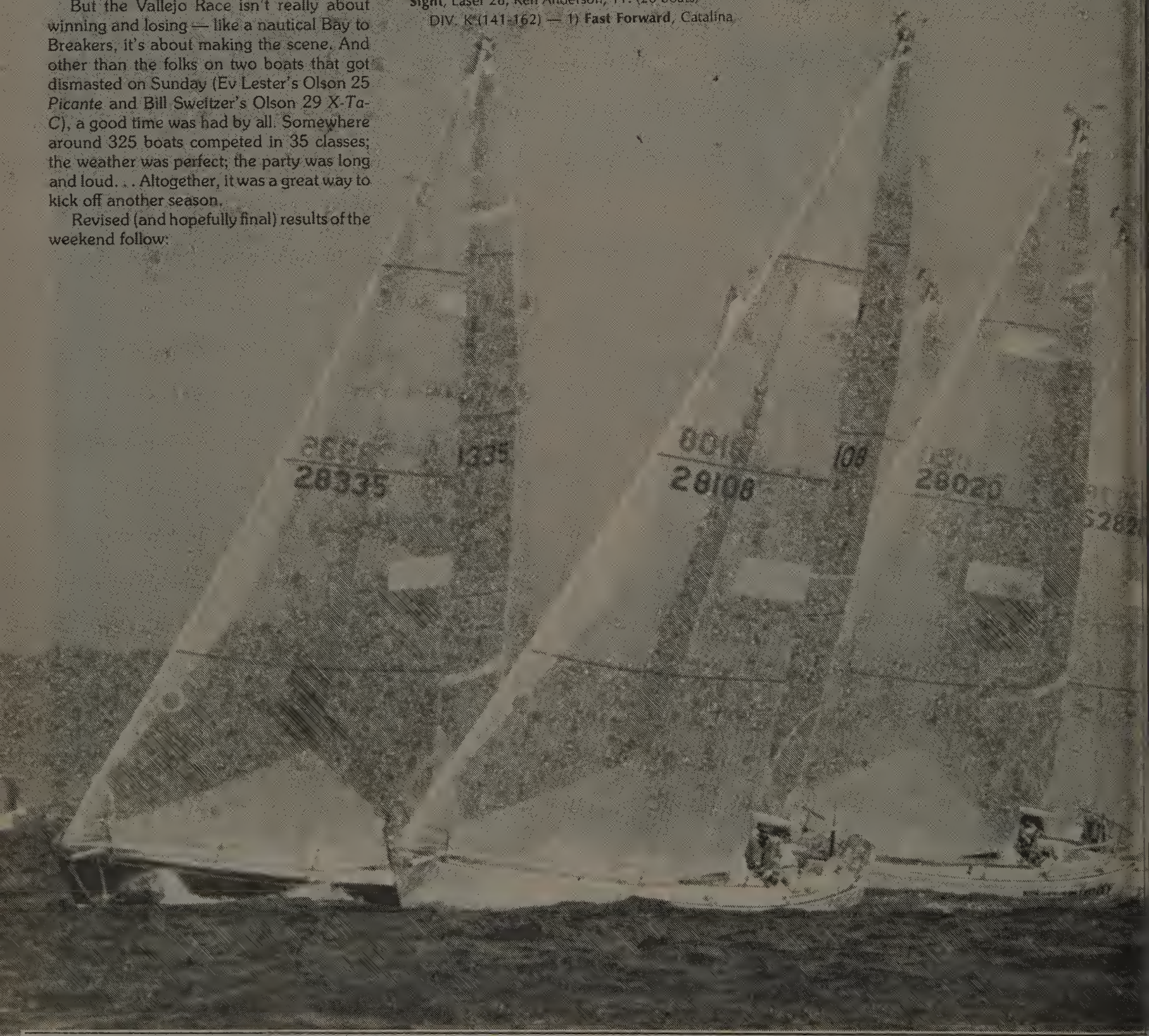
DIV. H (0-114) — 1) *Coyote*, Beneteau 40, UC Berkeley, 1.5 points; 2) *Bloom County*, Mancebo 31, Carl & Mark Ondry, 9; 3) *Caberet*, Oyster SJ-35, Bill Keith, 13; 4) *Carbonated*, Melges 24, Jim Ziebell, 14; 15) *Mystical Creampuffs*, Beneteau 45fs, Jim Linneman, 15. (20 boats)

DIV. J (117-138) — 1) *Blue Max*, Dehler 34, Jim Freeland, 4 points; 2) *Meltemi Too*, Cal 35, Al Blair, 4.75; 3) *Ishtar*, Aphrodite 101, Bill Wright, 10; 4) (tie) *Magic*, Wylie 34, Malcolm Gregory, and *Outta Sight*, Laser 28, Ken Anderson, 11. (20 boats)

DIV. K (141-162) — 1) *Fast Forward*, Catalina

36, Jim Aton, 3.75 points; 2) *Movin' On*, Jeanneau 32, Bob Neal, 4.75; 3) *Freestyle*, C&C 33, Dave Jones, 9; 4) *Cole Train*, Yamaha 33, Doug Cole, 10; 5) *Esprit Victorieux*, Beneteau First 305, Joseph Melino, 12. (24 boats)

DIV. L (165-186) — 1) *Antares*, Islander 30 Mk. II, Larry Telford, 1.5 points; 2) *Chorus*, Kettenburg 38, Peter English, 6; 3) *War 2*, Schumacher 26, Roger Peter, 10; 4) *Freewind*, Cal 9.2, Don & Betty Lessley, 12; 5) *Crinan*, C&C 30, Bill West, 13. (21 boats)



SAME AS IT EVER WAS

DIV. M (189-above) — 1) **Beamish**, Liders 36, Charles Fairchild, 3.75 points; 2) **Angel Ann**, Ericson 27, Herzer/Caraballo/Freer, 4; 3) **Dulcinea**, Coronado 27, John Slivka, 6.75; 4) **Dulcinea**, Killer-whale, Mathiasen/Pritchard, 8; 5) **Sleeper**, O'Day 27, Gary Cicerello, 10. (23 boats)

IMS I — 1) **Leading Lady**, Peterson 40, Bob Klein, 1.5 points; 2) **X-Dream**, X-119, Steen Moller, 5. (4 boats)

IMS II — 1) **National Biscuit**, Schumacher 35, Colin Case, 2.75 points; 2) **Petard**, Farr 36, Keith Buck, 3.75; 3) **Ozone**, Olson 34, Carl Bauer, 6. (7 boats)

EXPRESS 37 — 1) **First Class**, Bill Stauch, 2) **Spindrift V**, Larry & Lynn Wright; 3) **Re-Quest**, Glenn Isaacson; 4) **Espresso**, Steve Saperstein. (13 boats; Sunday's race abandoned)

ISLANDER 36 — 1) **Windwalker**, Shoenhair/Gilliom, 2.75 points; 2) **Falcon**, Bruce Hallberg, 5.75. (5 boats)

J/35 — 1) **Il Pellicano**, Andrei Glasberg, 2.75 points; 2) **Jarlen**, Bob Bloom, 4.75; 3) **Esprit**, Kuhn/Russell, 5. (8 boats)

SANTANA 35 — 1) **Excalibur**, Byron Mayo, 2.75 points; 2) **Breakout**, Les Raos, 3.75. (5 boats)

J/105 — 1) **Blackhawk**, Art Ball, 2.75 points; 2) **Midnight Express**, Alan Bray, 3.75 points. (3 boats)

11:METRE — 1) **Ronstan**, Alistair Murray; 2) **Toxic Tuna**, Rick Schultdt. (6 boats; Sunday's race abandoned)

OLSON 30 — 1) **Hoot**, Adam MacFie, 2.75 points; 2) **Zephyros**, Dave Oliver, 3.75. (6 boats)

NEWPORT 30 — 1) **Topgallant**, Frank Hinman, 1.5 points; 2) **Mintaka**, Gerry Brown, 7; 3) **Achates**, Bill Schultz, 8. (12 boats)

CATALINA 30 — 1) (tie) **Revision**, David Jacoby, and **Blue Denim**, Paul Jeans, 2.75 points. (5 boats)

BIRD — 1) **Teal**, Jim Van Dyke, 1.5 points; 2) **Widgeon**, Donald Cameron, 5. (4 boats)

J/29 — 1) **Advantage II**, Pat & Will Benedict, 2.75 points; 2) **Power Play**, Peter Cunningham, 6.75; 3) **Thrasher**, Steve Podell, 7. (9 boats)

CAL 29 — 1) **20/20**, Phil Gardner, 1.5 points; 2) **Bravada**, Steven Bales, 5; 3) **Fantasy**, R. Clark, 6. (8 boats)

ISLANDER 28 — 1) (tie) **Jose Cuervo**, Sam Hock, and **Challenge**, Jones/Schoen, 2.75 points. (5 boats)

HAWKFARM — 1) **Notorious**, James Hirano, 2.75 points; 2) **Eclipse**, Kim Desenberg, 5. (6 boats)

TRITON — 1) **Bolero**, Ely Gilliam, 1.5 points; 2) **Abenteuer**, K. Peterson, 5. (6 boats)

EXPRESS 27 — 1) **Moonlight**, Franklin/Schumacher, 2.75 points; 2) **Jalapeno**, John Stewart, 4.75; 3) **Student Driver**, Bill Hoffman, 6. (9 boats)

CAL 2-27 — 1) **Con Carino**, Gary Albright, 1.5 points; 2) **Temptation**, Rollye Wiskerson, 4; 3) **Ex Indigo**, Seal/Riley, 6. (8 boats)

CATALINA 27 — 1) **Pert**, Karl Drake, 3.75 points; 2) **Wildcat**, Ernie Dickson, 4; 3) **Catalyst**, Ed Durbin, 4.75. (11 boats)

THUNDERBIRD — 1) **Griffin**, Jim Closli, 1.5 points; 2) (tie) **Maeve**, Nancy Pettengill, and **B.O.P.**, Richard McCamy, 6. (5 boats)

RANGER 26 — 1) **My Toy**, Dave Adams, 1.5 points. (3 boats)

OLSON 25 — 1) **E-Ticket**, Spooze Syndicate, 1.5 points; 2) **Pearl**, Bill Riley, 5; 3) **Vivace**, Bill Riess, 6; 4) **Outbound**, Bill Blasen, 10. (16 boats)

J/24 — 1) **Sockeye**, Dave Holsher, 2.75 points; 2) **Phantom**, John Culliford, 3.75; 3) **Lahaina Fish**, Erik Stocker, 7. (11 boats)

COLUMBIA CHALLENGER — 1) **Quasar**, F.S. Martin, 1.5 points; 2) (tie) **Libertine**, Wayne Nygren, and **Murphy's Law**, Bill Murphy, 5. (4 boats)

ISLANDER BAHAMA — 1) **Artesian**, Dave Adams, 1.5 points; 2) **Constellation**, J. Lincoln, 4. (4 boats)

RANGER 23 — 1) **Impossible**, Gary Kneeland, 2.75 points; 2) **Last Chance**, Roger Eldridge, 4.75. (6 boats)

ARIEL — 1) (tie) **Jubilee**, Don Morrison, and **Pathfinder**, Ernie Rideout, 2.75 points. (4 boats)

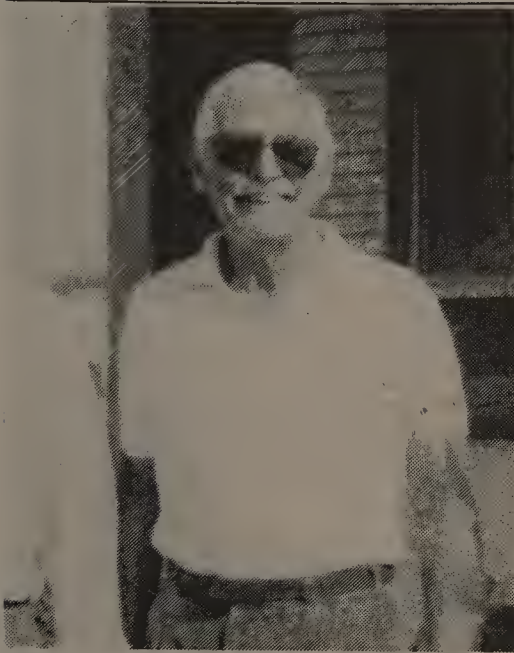
SANTANA 22 — 1) **Carlos**, Robert Ward, 2.75 points; 2) **Soliton**, Mark Lowry, 4.75; 3) **Riffraff**, Erik Menzel, 5. (12 boats)

CAL 20 — 1) **Recluse**, Howard Martin, 1.5 points. (1 boat)



TRIUMPH OF THE SPIRIT —

It was the phone call that relatives of cruisers dread the most. On May 1, Jeff Halbert received word that his father's boat had been found on rocks near Costa Rica's Bahia Culebra. And his father, 68-year-old William Forrest, was not aboard.



Bill Forrest.

Halbert and his wife Nancy, of Novato, tried not to fear the worst. After all, Forrest was a longtime sailor and accomplished singlehander who had lived aboard a series of boats in Southern California for the last 20 years. For the last two years, he had had his *Capo 30 California Girl* in Mexico, spending the better part of the first year in Puerto Vallarta. Recently, he'd begun harbor hopping south again, with the eventual goal of transiting Panama and sailing to Florida, where his daughter Karla lived with her family.

But Bill Forrest had had a few problems in the last few months, including being fired upon by Honduran guerrillas and experiencing a less than amicable departure from Nicaraguan waters. As Jeff started the ball rolling for a search, eventually contacting everyone from Senators Boxer and Feinstein

phone calls from Costa Rica that only added to the heartache: Bill's body had been found with his head bashed in; a shark-chewed corpse had washed ashore and been identified; *California Girl's* dinghy had been found with Bill's body in it; the dinghy had been found with no body in it; etc.

And then the craziest call of all came in. On Sunday, May 9 — Mother's Day — the American Embassy informed Jeff that they'd received a call from a man claiming to be Bill Forrest. It turned out to be about the only accurate report regarding the incident from any 'official' source.

What really happened to Bill Forrest makes the wildest rumor pale in comparison. And proves, once again, that truth is indeed stranger than fiction.

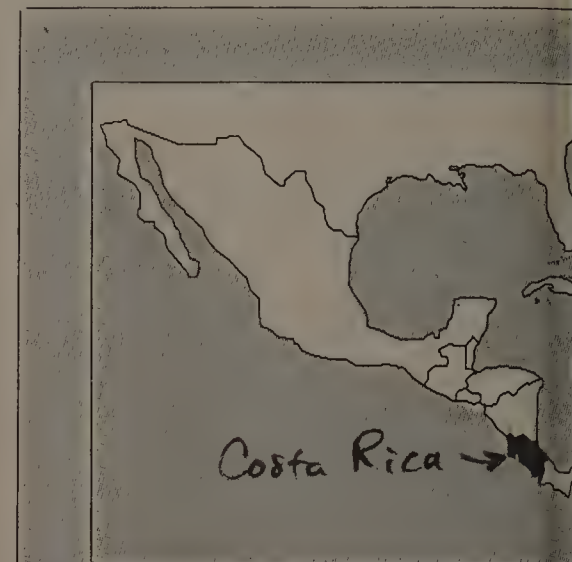
California Girl had departed Costa Rica's *Islas Murcielagos* — the Bat Islands — the morning of April 29. Forrest, a retired air conditioning engineer, was bound 20 miles southeast for Bahia Culebra where he planned to rendezvous with buddy boat friends. The route took him across the Golfo de Papagayo. As cruisers know, it can blow in the gulf, but on this day, the breeze was light and the heat oppressive. *California Girl* was powering at about 5 knots with her main up and autopilot steering.

About 2:30 p.m., Forrest stripped off his shorts, glasses and watch in anticipation of a bucket shower. Standing midships on the port side, he doused once, then leaned against the lifelines for another dip of the bucket.

And the lifeline broke.

"There was no time to react," says Forrest. "I was in the water instantly." Once in the water, however, he did react quickly, grabbing for his only hope of staying with the boat, a fishing line he had rigged earlier.

Bill managed to grab the 100-pound test and get a few turns around his left arm. But the line was too small to hand-over-hand his



STRANGE ODYSSEY

1. Thursday, April 29: *'California Girl'* departs Bat Islands for Bahia Culebra.
2. About 2:30 p.m., a lifeline breaks and Bill falls over the side. Over the next seven to eight hours, he swims toward land.
3. Approximately 10 p.m., in total darkness, Forrest makes it ashore.
4. Friday, April 30: the climb overland to Playa Potrero. After staying there several days, Bill began his swim down the coast on Monday, May 3.
5. Sunday, May 9: Discovery and rescue by turtle researchers at Playa Nanacita.
6. *'California Girl'* aground April 29 and sunk several days later.

have the double-barbed hook sink into his right hand — and the boat start to drag him again!

For a few harrowing seconds, it seemed like this would be his undignified end: caught by his own meat hook. Fortunately, the strain broke the wire leader. But Bill Forrest had broken the cardinal rule of singlehanders: never fall off the boat. Now he paid the price. He treaded water and watched his boat sail slowly out of sight over the horizon.

"The first question most people ask is whether I thought about sharks. Well, yes, I did."

to the American Embassy and Costa Rican version of the FBI, suspicions of foul play were hard to repress.

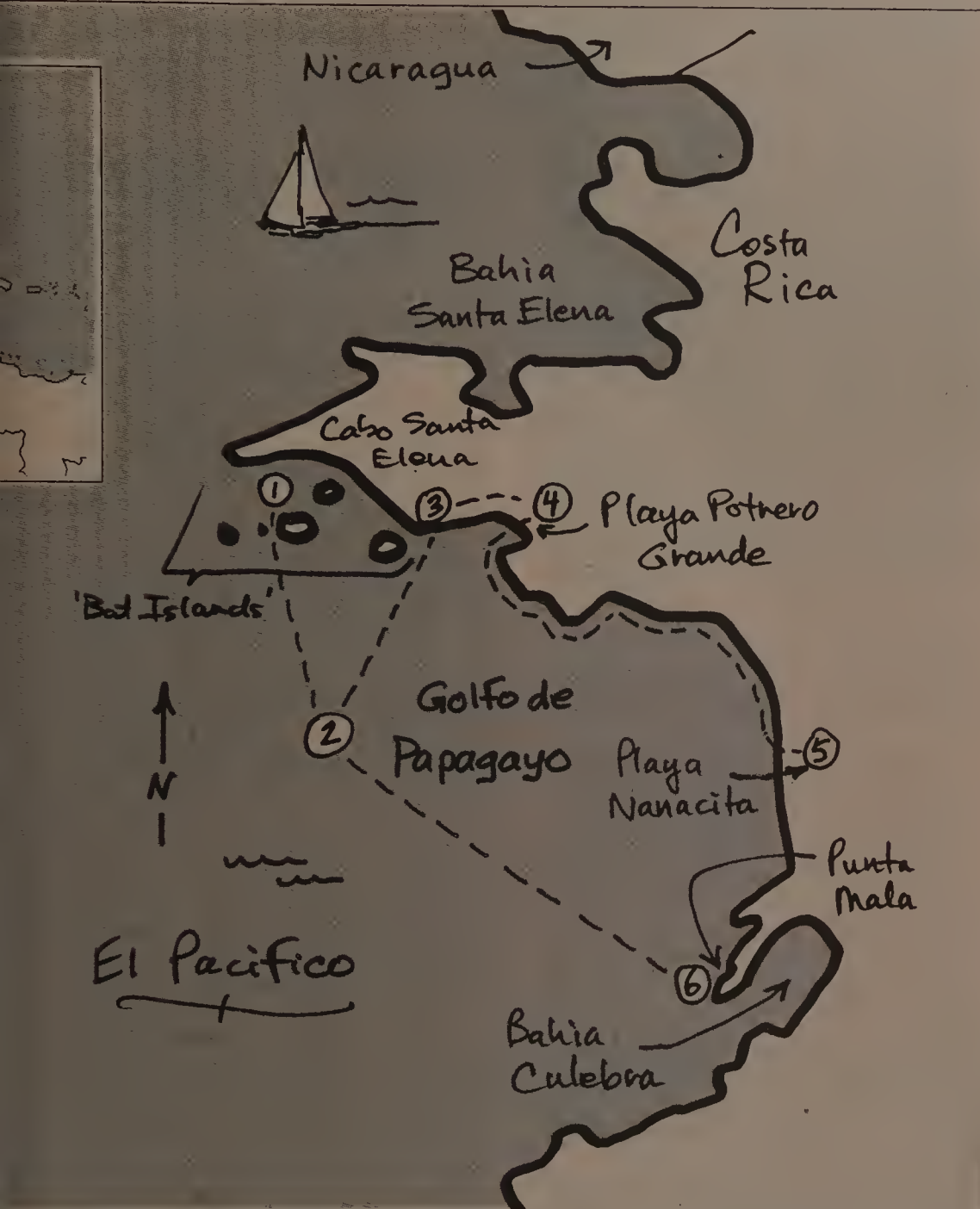
Especially when the rumor mill got up and running. Over the course of the next week Jeff and Nancy received a number of

way back to the boat. Ironically, his last link to *California Girl* was also threatening to drown him — between being pulled under and through waves, he was gulping more water than air. Forrest made the only decision he could. He cast the line off, only to

It was like a bad joke come true. Forrest was naked, he had a fishhook in his hand, and as near as he could recall from his last GPS fix, he was about nine miles from shore.

"The first question people usually ask is whether I thought about sharks or whatever," says Bill. "I did, but then I told myself that I had absolutely no control over what's in the

— THE ODYSSEY OF BILL FORREST



twice he was sucked back out and pummeled along the rocky bottom. The third time, he threw his arms around a rock and held on. Slowly, he was able to make his way onto inhospitable, but dry, land.

Rest was difficult. Where he was warm in the water, ashore he was chilled. He also had a cramp in one shoulder and the hook was beginning to hurt. (It was lodged in the fleshy part of his right hand between the thumb and forefinger.) But it wasn't hard to keep a positive attitude — "Compared to the alternatives, everything else was minor," he says. During the night, he saw the lights of two fishing boats far out in the Bay, and the next day, two sailboats came halfway into the Bay, then turned and went back out.

He knew it was still too early for any rescue attempt. *California Girl* would only have made her landfall near dusk of the previous night.

With the coming of dawn came another discovery: that he hadn't landed on the half-mile expanse of Potrero Beach that he was aiming for, but a smaller beach only a few yards wide and confined at either end by vertical rock cliffs. What seemed to make the most sense was to make his way to the big beach, where many times fishermen set up camp to clean their catches before heading home. That's when Forrest made what he says was "my second big mistake."

With the surf still breaking into the little cove, Bill says he couldn't mentally bring himself to get back in the water and swim around the headland — so he climbed over it. "It looked like about a 900-foot cliff, all loose rocks and shale. It was a very dangerous thing to do, especially when I got to the top and started nodding out." It was just as rocky on the other side. Obviously, he made it down in one piece, but the adventure thoroughly trashed his bare feet.

Forrest made it to Playa Potrero Grande by about noon, only to find the place de-

water. So forget it. From then on, I never had any doubt about what I had to do. I just started swimming."

Land was to the north. Forrest says he was aided by the current and wind, with the latter clocking around to the south in the late afternoon. Bill conserved his energy, swimming mostly sidestroke, and was encouraged when, just before dark, he could see the long expanse of Potrero Beach just east of Punta Elena (see map). Also encouraging: a small porpoise jumped out of the water near him. It would be the only sealife he saw the whole time.

He admits to being pretty depressed, though, when the sun went down, and even more so when the half moon disappeared below the horizon. Incessant wave action also caused his left eye to swell shut, further decreasing visibility.

Forrest estimates he made landfall about

10 p.m. — in almost total darkness. That made getting ashore difficult.

"It was the worst part of the whole thing,"

**Costa Rican Coast Guardsmen "guarded" the boat until it sank.
Then they allowed it to be salvaged.**

says Bill. "I was tired and anxious to get ashore, but I couldn't see where the rocks were, or the best way into the beach." This was no sand beach, by the way, but one of mostly jagged, volcanic rock. "Imagine trying to swim ashore near Seal Rock at night," says Bill. "That's what it was like."

Twice he tried to get through the 5-foot shorebreak and up the steep beach, and

serted. And there was no sign of civilization inland. He was later to find out that the beach — in fact the whole peninsula — was part of the Santa Rosa Nature Preserve, 123,000 square acres of uninhabited wilderness. There wasn't another human being for miles. At the time, however, he only mused on the absence of fish camps: the next day was the holiday May Day. As if that weren't

TRIUMPH OF THE SPIRIT —

ironic enough in itself, the fishermen would all be home drinking beer and celebrating.

Bill stayed at Potrero three days. Although shelter was available in small caves near the beach, he slept little. "You couldn't sleep above the sand, because the sand flies

inland. He followed it, and came upon a tree under which five or six small green 'apples' had fallen. He ate readily, but puked them

PHOTOS COURTESY KARLA GOOCH

"They told me later that this 10 or 12-foot crocodile lived there. He'd apparently walked right by me during the night."

would get you. If you buried yourself, the sand fleas got you. And if you tried to go inland, the mosquitos would get you," he says.

Hunger, on the other hand, was never really an issue. "I never really felt hungry or thirsty the first few days," says Forrest. Even so, he was able to get some nourishment from eating one small shrimp and crab he caught, and by cutting apart a century plant with a jagged piece of plastic. As far as exposure, the tan over most of his body protected him from the sun. But he had developed a severe sunburn on the parts not, well, not normally exposed. "My white buns had turned very pink," he says. As a result, they were so tender he could hardly sit except on wet sand. And some of his various wounds — the fishhook, plus cuts and bruises he got coming ashore — were growing sore and infected.

By Monday, Bill decided that if he was going to survive this whole ordeal, it appeared he was going to have to rescue himself. The plan: head southeast along the coast until he found someone or something that could help him out. Considering the jagged cliffs and rocky beaches, the only logical way to do that was to get back into the water.

For the next seven days, Forrest estimates he spent 10 to 12 hours a day in the water, swimming until dusk, when he'd haul out at the most convenient beach and wait until morning. Sleep was still pretty much out of the question except for short catnaps, so the nights were long — especially the one perched on a cliff when the beach on which he'd landed was consumed by the rising tide.

By Friday, he had developed a routine which allowed him to get a few hours of sleep just before dawn. He awoke that day to find a set of huge footprints and the mark of a dragging tail only a few feet away. "They told me later that there was this 10 or 12-foot crocodile that lived there. He'd apparently walked right by me during the night."

Upon examining his new surroundings further, Bill spotted a small trail leading

up almost immediately. That was another bit of luck — they were poisonous and would have killed him if he'd been able to keep them down.

The next 'find' was an old tire where some rainwater had collected. He did manage to keep down that precious commodity. With things looking up, he continued up the path until he was shocked to come upon a little sign with an arrow that read *ducha* — "shower".

"I thought that somebody was playing a dirty trick, but about 50 feet farther on, there was this concrete pad on the forest floor, with a post, pipe and shower head. I couldn't believe it! I turned the knob and was enveloped by fresh, cold water. It was one of the best feelings of my life."

Catching himself, however, Bill quickly turned the water off. "I didn't want to run any tank dry in case I needed it to drink," he explains.

Nearby, he made his next big find: a bunkhouse. No one was home, but it wasn't locked, so he went in. There were six or eight beds, some rice, coffee, sugar and other staples, and a woodburning stove.

It hadn't come a day too soon. Bill says

he was so weak by this time that "I was walking like a 90-year-old man, leaning on a stick for support. I don't think I'd have lasted more than a couple of more days." He fell into one of the beds and slept for almost 24 hours.

On Saturday he awoke, got the woodburner going and cooked himself some rice gruel, the first 'real' food he'd had in more than a week. Feeling progressively better, he ate more and rested a lot through the remainder of the day. Then, about 3 a.m. Sunday, the 'three bears' came home to find a very strange looking Goldilocks sleeping in one of their beds.

"They were Costa Rican turtle researchers," says Bill. "And they weren't happy to find me there. The head guy thought I was some sort of dangerous criminal. I guess I must have looked the part: naked, 10 days growth on my face, full of sores and my hair all sticking out every which way. Fortunately, the youngest member of the group, Alejandro, spoke some English. Through him I was able to get across what had happened to me."

Forrest's ordeal was far from over, however. Although the survival aspect of it now seemed assured, the trial of the bumbling bureaucracies was just beginning.

The turtle researchers communicated the situation to the Santa Rosa park rangers via radio, and the rangers made the two-mile walk into the camp. No roads, you know. "They were carrying rifles and guns — you'd think they'd come to capture Che Guevara or something," says Forrest. They, too, found the crazy gringo's story hard to swallow.

UNATTACHED, UN-ABOARD

If we had a dollar for every story we've heard about a boat turning up in the middle of nowhere with no one aboard, we'd probably quit the publishing business and head over the horizon ourselves. As most of you know, few such stories have happy endings like this one. That's why we felt it was particularly important to ask Bill Forrest about any advice he could pass on to prevent something similar happening to other cruisers.

"Yeah. Don't fall off the damn boat!" he said. "I've been around long enough to know it and I've read it a thousand times: you fall overboard when you least expect it. So do what it takes, but don't fall off the boat."

"For one thing, I'd now make it a habit to

check my lifelines regularly, like maybe every time I checked the engine oil. Mine failed because the little circlip or cotter pin came out and I didn't notice it.

"Secondly, if you're singlehanded, always — always — wear a harness. That may sound funny coming from me, but the fact is, I almost always *did* wear one. I had three aboard and up until that trip I always wore one of those inflatable vest-type harnesses. But that day it was just too hot. I was thinking of getting out my nylon webbing harness — but, you know, I wasn't going very far, the weather wasn't bad... so I didn't.

"If people get anything out of this at all, I hope it's that they'll always wear their har-

— THE ODYSSEY OF BILL FORREST

Eventually, with the help of Alejandro, Forrest won them over. The three researchers ended up donating enough clothing to get Bill decent. Even the head guy, the one who had been mean at first, gave Forrest a pair of shoes. The rangers were concerned over whether the bedraggled American could walk out under his own power, but Bill had no doubts.

"I'd made it this far," he says. "I was going to go all the way if I could." He walked the two miles back, climbed in the park's Toyota Land Cruiser and was soon back in civilization.

Forrest was taken to the park administration building, where he was fortunate enough to meet an angel named Señora Laura Guevara Rojas. The park librarian, as well as director of housing for visiting students, Laura soon took charge of the situation. First she called the American consulate. Though lightly staffed on a Sunday, Bill was able to talk with somebody who "promised to get the ball rolling." She bought Bill dinner, then put him up in a room in student housing. The next morning, she bought him breakfast, then took the day off to drive him into the main city of Liberia, where the aforementioned consulate official promised to have medical treatment, transportation, any necessary money transfers and a flight home all arranged.

No one showed up.

So Laura took him to the Red Cross, where his wounds were cleaned and dressed. While there, who should show up but the OIJ, the Costa Rican equivalent of the FBI. They had guns, too. They summarily carted Forrest down to headquarters and began giving him the third degree. Through Laura, Bill



'California Girl'.

refused to cooperate until they showed him some respect. About then, a lawyer that had been contacted by Bill's son Jeff arrived on the scene, and all Bill had to give was a brief statement.

The next stop was Immigration. After all, Bill had never made it to a Playa Cocos, the Costa Rican port where cruisers normally got checked in. So technically he was in the country illegally.

And so it went for the next couple of days. A case worker for the American embassy finally did call, reiterate all the earlier promises and deliver on none of them. For-

over. The impression Bill gets is that they stationed Costa Rican Coast Guardsmen aboard to 'guard' the boat until it got so banged up and full of water that it sank. Then they allowed it to be salvaged. Raised from 30 feet down, it was taken to a yard west of Playa Coco.

One bright spot in the nightmare: the Coast Guardsmen had retrieved a satchel containing Forrest's passport, credit cards and \$2,600 in cash from the boat before it went down. Once in possession of the first couple items (the cash was long gone), Bill was able to strike out on his own.

The next order of business was obvious. Bill rented a car and, accompanied by cruising friend Ron off *Adios II* (who he had run into in the bank, of all places), he went to see *California Girl*.

The boat he had called home for three years was in a sorry state. There were five big holes in the bottom and the transom was gone. For \$10,000 — what the yard wanted for the rescue — she wasn't worth fixing. And she wasn't insured. To add insult to injury, while there he heard a rumor that Costa Rican Customs was looking for him. The word was, they were going to confiscate his passport until he paid 100% duty — for illegally importing a boat into the country!

It was clearly time to cut his losses and head home. There was nothing more for him there. Well, except the answer to one more question...

He and Ron climbed on deck to inspect

The "three bears" came home to find a very strange looking Goldilocks sleeping in one of their beds.

rest more or less told him to take a flying leap after a couple of days. So much for our government's help.

It was through the lawyer that Forrest first found out what had happened to *California Girl*. The boat had gone onto rocks at the entrance to Bahia Culebra, just a mile or two from the anchorage. When Bill hadn't shown up the next morning, one or more buddy boats went looking for him. *California Girl* was spotted by cruisers on a boat named *Delphine*. They went aboard to look for him, and retrieved a phone number, which turned out to be that of Bill's mother in Southern California. Through a Ham radio operator in Oregon, they were able to get word to her, which started the whole chain of events on the American end.

Then the Costa Rican authorities took

the lifelines, which had been installed new only a month before. Forrest was surprised to find that the top one on the port side — the one that had started this whole mess — had not broken after all. The little pin had simply fallen out at the pulpit end.

The resolution of other issues:

* Jeff was beyond disappointed at the 'rescue' effort by the Costa Ricans. Livid is more like it. "Dad 'should' have been dead, so the [Costa Ricans] basically wrote him off after a couple of days and just ran a token search," says Jeff. "Plus, it apparently never occurred to them that he could swim ashore. They searched offshore, but never the beach." Bill confirms this, saying he did wave his arms at one low-flying plane that made an east-west run just offshore, but they didn't see him.

nesses."

One more thing: Obviously, the water in which Bill Forrest spent so much time was very warm. Perhaps not so obvious was the fact that Bill was in excellent physical condition — "He's in much better shape than me," notes son Jeff.

"I've always been athletic," says Bill, who grew up on the beach in Southern California, biked his way around Europe in 1989 and swims and runs regularly. There's no doubt that his conditioning contributed significantly to his survival. While a fitness routine is not easy on a cruising boat, nor high on most cruisers' lists — hey, this is supposed to be fun, not work! — Bill Forrest's amazing self-rescue is living proof of its worth.

TRIUMPH OF THE SPIRIT

What most surprised Bill was the callousness of the bureaucracy on both sides. "Frankly, all anybody seemed to be concerned with was covering their asses," he says.

* The fish hook in his hand worked itself out. Unable to remove it himself because of the barb, Bill just put a piece of scrap plastic over the sharp end of the second hook (so he could close his hand) and lived with it. Although the hand did swell up to almost twice normal size, the hole slowly opened up and "I just looked one day and it was gone," he says. He thinks continual immersion in salt water cleaned that and the other wounds out. All have healed almost completely.

* People harp about litter and pollution, but here's one time that it helped save a life. In addition to the tire from which he drank, the plastic over the fish hook and the plastic with which he cut the century plant, Forrest was able to find rainwater in other discarded containers. In the few places where there was fresh water seeping through algae-covered cliffs, he was able to fill a couple of plastic Coke bottles to see him through the long, hot



Bill Forrest (right) with son Jeff Halbert.

days. "The hunger I could deal with," he says, "but I knew I couldn't go too long without water."

In addition to the food already mentioned, he was also able to find and eat a fair amount of cone-shelled, half-dollar-size snails, pounding them on rocks abalone-style to tenderize the muscle. Still, it was barely subsistence rations. When he got back to civilization, Bill found he had lost almost 20 pounds off his 5' 11", 175-pound frame.

When we spoke with Bill in mid-May, he was staying with his daughter near Orlando, Florida — somewhat earlier than planned, but it was still nice to be home.

We asked where he goes from here.

"I don't know. I live on a small pension and social security, and that's sure not enough to replace the \$50,000 I had in the boat. But my life's far from over. I've been intimately involved with the sea since 1956, and I intend to be again.

"One thing I'm not is bitter, about any of it. I'm happy to be alive. I shouldn't even be here, but I am. So right now, I really feel like life is a gift — and I am enjoying it."

— latitude/jr

Berkeley Marina



Gateway to the Golden Gate

Location • Location • Location

Choice berths available

Easy I-80 Access • Beautiful Park Setting

Berkeley Marina

201 University Ave., Berkeley, CA 94710

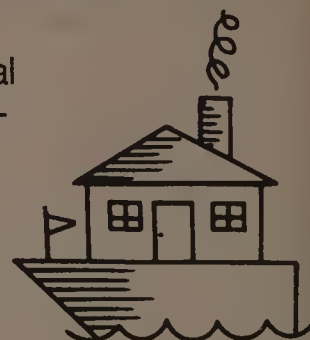
(510) 644-6376

YACHT INSURANCE EXCLUSIVELY FOR LIVEABOARDS.

Introducing the Quartermaster Liveaboard Yacht Policy from Royal Insurance, one of the nation's leading yacht insurers. Quartermaster combines the comprehensive coverage and features of Royal's standard yacht policy with broad homeowner protection, including:

- Comprehensive Personal Liability
- Personal Property Coverage including property in storage
- Loss of Use Protection
- Countrywide network of claim adjusters and surveyors

Call for complete details and a **FREE** copy of a policy review done by LIVING ABOARD Magazine. Phone **TOLL FREE 1-800-869-2248** or (206) 447-0489



Royal Insurance



Pettit-Morry Co.
INSURANCE BROKERS

Offered exclusively through

SAILS BY MAIL



The smart new way to get high quality cruising sails without mortgaging your boat.

Computer designed from your measurements. Cut from our own specially woven sail cloth. 1 year warranty on materials and workmanship. No compromise in quality.

Save 50% or More

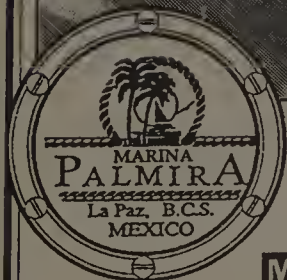
Call for a quote. Ask for our Information Package and measuring form. Learn about the smart new way to cut the high cost of cruising.

800-448-4177

HORIZON



Welcome to Baja



**The Best Marina
Choice In The Sea of
Cortez**

MARINA SERVICES

Electricity, 30-50 Amps, Water, Security, FAX, VHF, Public Telephone, Laundry, Showers, Ice, Sadas, Concrete Launch Ramp, Diesel Fuel, Parking, Dry Storage, Anchorage, Repairs, Maintenance, Restaurant and Bar, all Legal Documents with Mexican Officials.

FOR MORE INFORMATION OR RESERVATIONS, CALL OR WRITE TO:

CLUB DE YATES PALMIRA, S.A. DE C.V.

KM 2.5 CARRETERA PICHILINGUE
LA PAZ, BAJA CALIFORNIA SUR, MEXICO
TEL: (682) 539-59 FAX 562-42
APARTADO POSTAL 34

PLUG INTO OUR NEW ELECTRICITY!!

Vallejo

MUNICIPAL MARINA



**NEW
EXPANSION
OPEN!**

**291 Double Finger
Concrete Slips**

AVAILABLE FOR IMMEDIATE OCCUPANCY

- 30+50 AMP POWER •
- TELEPHONE SERVICE •
- FRIENDLY STAFF •

GROUPS • CLUBS • ORGANIZATIONS

BOOK YOUR RESERVATIONS!

- Guest Dock
- Fuel Dock
- Chandlery
- Visit Marine World/Africa USA
- Two Restaurants
Breakfast, Lunch, Dinner and Dancing
- Clean Restrooms, Hot Shower

**A Great Place
To Meet For All Occasions!**

(707) 648-4370

7 HARBOR WAY • VALLEJO, CA 94590

WHITBREAD RACE PREVIEW:

It seems like only yesterday that Steinlager crossed the finish line in England to win every leg of the 1989-'90 Whitbread Round the World Race. *Tempus fugit!* Is it possible the race really is held every four years? All of a sudden, the 1993-'94 race —

Fehlmann, who finished third in the last Whitbread with *Merit*, and won the 1984-'85 race with *UBS*. Without Peter Blake and

currently entered in the race. As a shorter, lighter maxi in the 1989-'90 Whitbread, this boat clocked an amazing 24-hour run of 405 miles (a 16.87-knot average), but wasn't very fast in light air. In an attempt to solve this problem, designer Javier Visiers had the boat chopped in half, adding eight feet in the middle and a mizzen mast to make it a ketch.

Despite the modifications, the boat was off the pace in last November's Route of Discovery Race, so it was sent back for more tweaking. Also, the sponsors hired British skipper Lawrie Smith to run the show. Smith has the right credentials, having been Britain's America's Cup skipper, a bronze medalist in Solings at Barcelona, and skipper of *Rothman's* in the last Whitbread. He will bring aboard many of *Rothman's* crew, and the boat should do well. His rivalry with Grant Dalton is a bitter one: they butted heads four years ago on the ketch vs. sloop issue; this time Smith has argued energetically (and unsuccessfully) against the clipper bows. Odds in Maxi Class: 2-1.

La Poste (France) — A third new Bruce

The first 'Yamaha' crashes to weather during the '93 Kenwood Cup. An all-women team may sail this boat in the upcoming race.

the sixth running of this classic 21,975-nautical-mile marathon — is about to begin. The start is on September 25 in Southampton, England.

The lack of publicity in the United States is a bit surprising, especially since there is an American entry for only the second time, the first being *Alaska Eagle* in 1980. And the American entry is none other than Dennis Conner! But perhaps the press's lack of enthusiasm has to do with the relatively small field: only 13 paid-up entries (down from 23 last time) have been received so far, and the June 1st cut-off date is looming large. Apparently, the coming Whitbread — like the TransPac, Kenwood Cup, Admiral's Cup and so many other grand prix events — is a victim of the worldwide economic slump.

Here's a brief overview of the fleet, as well as my up-to-the-moment odds for those of you inclined to lay down a few shillings. Let's begin with the five maxis:

New Zealand Endeavour (New Zealand) — This is a new Bruce Farr designed 85-foot ketch built by Marten Marine in Auckland, the same team who collaborated on *Fisher & Paykel* for skipper Grant Dalton in the last Whitbread. This boat is thought to be longer and lighter than her predecessor, but these numbers are still closely guarded secrets. We do know that her interior was left unpainted to save 200 pounds! *Endeavour's* mizzen mast is nearly as tall as her main mast and is set well back to make better use of the mizzen staysails. Like the two other Farr maxis (*Merit Cup* and *La Poste*), this boat features the controversial 'clipper bow', which was only recently declared legal by the IOR measurers.

Launched last November, the boat was first to finish in the Sydney-Hobart Race. Dalton feels it is "considerably faster" than the best maxis in the last race, *Fisher & Paykel* and *Steinlager*. Despite some last minute crew changes (navigator Murray Ross and others just jumped ship), this effort has the experience, organization, and determination to win line honors. Odds in Maxi Class: 5-3.

Merit Cup (Switzerland) — Another new Bruce Farr ketch built for Pierre

Skip Novak in this race, Fehlmann is the 'old man', having done five Whitbreads. He probably knows the course and weather better than anyone.

Merit Cup and *La Poste* are identical in design, and, in an unusual agreement, neither syndicate can change anything without notifying the other. They've been training against each other to optimize their performance, but naturally all cooperation between the camps ends when the race begins. *Merit Cup* appears to have the edge over *La Poste* in crew work and navigation, and should find herself in a dogfight for line honors with Dalton. Odds in Maxi Class: 5-3.

Fortuna (Spain) — *Fortuna* has the distinction of being the only 'old' boat



QUALITY, NOT QUANTITY

Farr ketch, this time built for the French Postal Service. This group of French postal workers raced the Beneteau 51 *La Poste* in the last Whitbread, finishing well behind the fleet. They decided to build a big boat that wouldn't be so slow this time. Skipper Daniel Mallé is taking along postmen again, but limiting his co-workers to only 50% of the crew this time. The other half will be experienced racing sailors. (Can you imagine doing a nine-month race with Cliff Clavin, the *Cheers* mailman?) Odds in Maxi Class: 10-1.

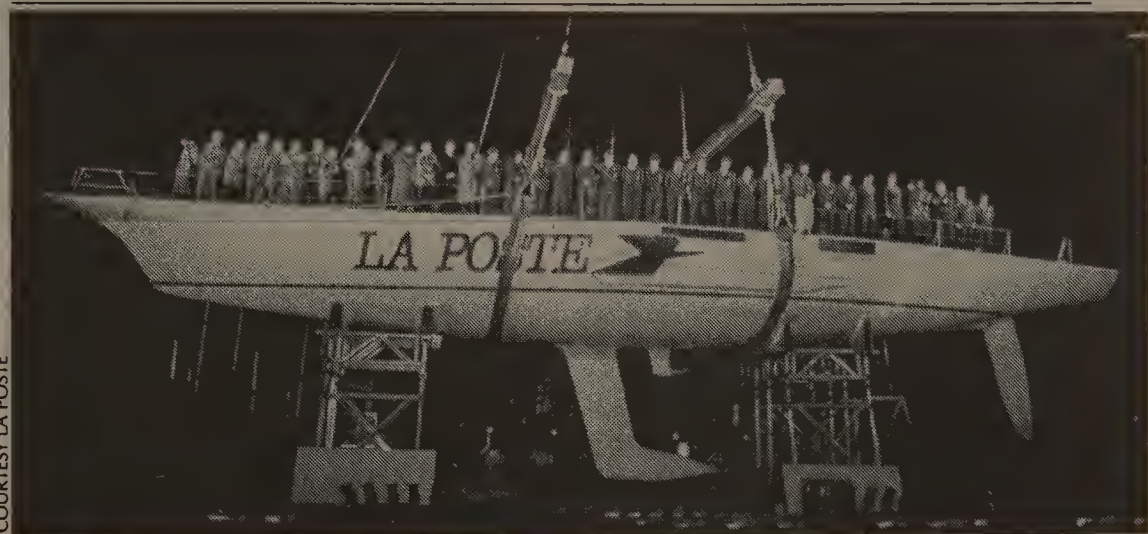
Assol Syndicate (Russia) — Little is known about this suspiciously-named project, other than it's an aluminum maxi, built at the former aerospace plant in Buran and currently being fitted out in St. Petersburg. Vladimir Arbuzov will skipper the boat; Uralinvest, an industrial conglomerate, has funded the effort to date. Odds in Maxi Class: 100-1.

Whitbread 60 Class

The introduction of these 'wet and wild' water-ballasted 60-footers showed a lot of initiative and foresight on the part of Whitbread race officials. The boats are cheaper

than maxis, sail with less crew and — by all accounts — are more exciting to sail. By simplifying the number of divisions (maxis

skipper Chris Dickson and a 10-man crew heavy on Kiwis and Aussies (Bay Area sailors Robert Flowerman and Mark Rudiger trained with Dicko's team, but each left for personal reasons.) This is another two-boat program, but with an interesting twist. Instead of



Neither rain, nor sleet, nor dark of night. . . 'La Poste' at her launching ceremony. Notice the controversial 'clipper bow'.

COURTESY LA POSTE

and W-60s) and doing away with handicapping, it was also hoped that the race would be easier for the general public to follow.

There is talk from the 60-footers that they're seeing faster speeds than *Steinlager* and *Fisher & Paykel* saw four years ago, and that some of the 60s will beat some of the 85-footers on certain legs. My gut feel is that the maxis, with their much longer waterlines and bigger sailplans, won't be beaten on any leg. Anyway, here's a look at the eight W-60s currently entered:

Yamaha (New Zealand) — This is a Bruce Farr design built by Cookson in New Zealand. The well-funded project is Japanese sponsored, but features a New Zealand skipper, Ross Field, and an all-Kiwi crew. They were the first W-60 in the water and have been sailing the boat extensively for over a year, including the Kenwood Cup in Hawaii. *Yamaha* was also the first W-60 ever dismasted, losing their stick on the delivery from Hawaii back to Japan.

Field and company are now sailing their second boat, an evolution of the first design. Apparently the new boat is five percent lighter, the keel is a different shape, the water ballast system has been overhauled, and the rig has been beefed up. Field, a watch captain on the all-conquering *Steinlager*, and his veteran Whitbread crew — now upped to the maximum allowed number of 12 — are co-favorites to win the 'little boat' division. Odds in W-60 Class: 5-3.

Chuo Advertising (New Zealand) — Another Japanese sponsored program with

building two boats by the same person, Dickson had two different designers — transplanted New Zealander Bruce Farr and Australian John Swarbrick — each do a boat. The Farr boat was built by Cookson; the more radical wedge-shaped Swarbrick boat, which features an odd Z-shaped keel, was built by Marten Marine.

The two boats have undergone sea trials off Auckland to determine which is fastest, as well as competed against each other in the light air 1,138-mile Auckland to Suva Race. Dickson steered the Farr boat in that race, narrowly beating her Swarbrick stablemate. The Farr design has proven better in a breeze, while Swarbrick's is supposedly 'quicker in the light stuff. Rumor has it that the Farr boat will get the nod for the Whitbread, though nothing has been officially announced yet. Hopefully, one of the many registered but unfunded Whitbread syndicates will pick up Dickson's cast-off boat at the last minute.

With two boats, a strong organization, and lots of training, Dickson Yachting is also a favorite for class honors. Odds in W-60 Class: 5-3.

Winston (USA) — Team Dennis Conner's RJ Reynolds-sponsored project, the lone American entry, has been keeping a low profile — they're saving the hoopla for a June 19 commissioning ceremony in Newport, RI. *Winston* was designed by Bruce Farr, a curious turn of events after Conner called Farr a "loser" at the '88 America's Cup. The boat was built at Gianni Varasi's CDYD Shipyard in Venice, Italy, and shipped to the U.S. on May 7. She's undergoing sea trails right now, and her first taste of competition will be the New York to London Race on July 3.



LATITUDE/ROB

WHITBREAD RACE PREVIEW:

Conner's international crew is long on Whitbread experience, but ironically there's not an American among them. It's doubtful that Conner will sail either, especially since Whitbread rules dictate that each crew-member must sail a minimum of two legs. If he did race, Dennis would probably elect to do the last two legs, which are easiest and offer the best media exposure. Conner always puts a good program together, and this one should be no exception. Who knows, they might even 'smoke' the fleet. Odds in W-60 Class: 3-1.

Intrum Justitia (Europe) — Yet another Bruce Farr design, this one built by Green Marine in England for Swede Roger Nilson. This project is a European effort. Their sponsor, Intrum Justitia, a debt-collecting company headquartered in Holland, demanded that the crew represent as many European countries as possible. Accordingly, her 11-man crew is from Sweden, Finland, Denmark, Holland, Norway, Belgium, Germany, Switzerland, France and England. Nilson is competing in his fourth Whitbread, having crewed on *Flyer* in 1980-'81 and

placed farther aft in an effort to keep the crew dryer — the Whitbread 60s already have developed a reputation for being ex-

ation. Local sailing hero Javier de la Gandara, who skippered *Fortuna* for two legs of the last Whitbread Race, will be the

Conner's international crew is long on experience, but ironically there's not an American among them.

tremely wet boats to sail. Odds in W-60 Class: 3-1.

Brooksfield (Italy) — Skippered by an Italian, Guido Maisto, and sponsored by an Italian menswear company, this boat came from the drawing boards of French BOC designers Bouvet & Petit. It was built by Tencara in Venice, which also built the Italian America's Cup boats. *Brooksfield* raced in the 1992 Route of Discovery Race and was off the pace, suffering keel and rudder problems. It's hard to tell how fast

skipper. The crew will all be Galicia 'homeboys'.

This still-unproven Farr design was launched in early May and hustled up to New Rochelle, France, for the start of the Round Europe Race. Odds in the W-60 Class: 10-1.

Hetman Sahaidachny (Russia) — This is an offshoot of the historic *Fazisi* program in the last race. It's a Bruce Farr design built in Kharokov in the Ukraine at a former defense industry plant. Skipper Eugene Platon, a *Fazisi* alumnus, will lead a crew of fellow *Fazisi* veterans and Soviet Olympic sailors. Odds in the W-60 Class: 25-1.

Odessa 200 (Ukraine) — This syndicate is also a product of the *Fazisi* campaign. However, it's a joint Ukraine/USA project now. The boat was designed by Igor Sidenko and built in Russia at Volga Buran (builders of the Soviet space shuttle), then shipped to Tampa, Florida, for finishing. There will be some American crew aboard, but the core will be Ukrainian, like skipper Anatoly Verba. Odds in the W-60 Class: 50-1.

Other Possible Challenges

The following two boats are not yet entered, but they're nonetheless preparing for the race:

Dolphin & Youth (England) — This is a British project dedicated to showcasing the skills of disabled sailors. They've already built and launched a Rob Humphreys Whitbread 60, and have been training extensively since Christmas. They will sail in the New York to London Race, but still need a sponsor for the main event. However, they feel they'll be on the starting line.

Matthew Humphries, at 22-years-old the youngest skipper in the history of the Whitbread Race, is in charge of an 11-man crew made up of five 'youth' sailors under 22 years old and six disabled sailors. Odds of starting the race: 2-1. Odds in the W-60 Class: 50-1.

U.S. Women's Challenge (USA) — Nance Frank, who with her all-woman crew was very close to racing in the last Whitbread, claims to be close again. She is confident they will have sponsorship soon; in

WHITBREAD ITINERARY

Leg 1	Sept. 25, 1993	Southampton to Punta Del Este, Uruguay	5,938 miles
Leg 2	Nov. 13, 1993	Punta Del Este to Fremantle, Australia	7,558 miles
Leg 3	Jan. 9, 1994	Fremantle to Auckland, New Zealand	3,272 miles
Leg 4	Feb. 20, 1994	Auckland to Punta Del Este, Uruguay	5,914 miles
Leg 5	Apr. 2, 1994	Punta Del Este to Ft. Lauderdale, USA	5,475 miles
Leg 6	May 21, 1994	Ft. Lauderdale to Southampton, England	3,818 miles



Drum in 1984-'85, and then skippered *The Card* in 1989-'91. They have good sailors with lots of Whitbread experience aboard — hopefully, language and cultural barriers won't interfere.

The boat, launched in April, has the same narrow, flared bow and powerful stern of her fellow Farr designs. However, unlike the others, her cockpit and gear have been

they really are, but Bouvet/Petit designs in general are very fast. With a mast that's six feet shorter than her Farr counterparts, *Brooksfield* will rely heavily on her headsail collection. Odds in W-60 Class: 5-1.

Galicia '93 Pescanova (Spain) — Galicia is the region of Spain which stretches along the northwest coast, and this project is sponsored by the Galician Sailing Feder-

QUALITY, NOT QUANTITY



JOHN JOURDANE

fact, she recently all but told Whitbread officials that "the check's in the mail." Frank has chartered the original *Yamaha* and supposedly is practicing for the race out of her home port of Annapolis.

Lots of announcements should be forthcoming from this group. Odds of starting the race: 3-1. Odds in the W-60 Class: 50-1.

It's also expected that several of the

On board second place finisher 'Fisher & Paykel' in the last Whitbread.

maxis that raced in the 1989/'90 Whitbread will enter again. Giorgio Falck, an Italian who has entered three Whitbreads, may enter *Safilio* (ex-*Steinlager*). A Spanish group led by Jan Santana could likewise still enter *Publiespaña* (ex-*Fisher & Paykel*). Both are likely candidates to be in the race. Uruguay will have its first entry if spon-

sorship is found for *Uruguay Natural* (ex-*Martela*, O.F., the boat that lost her keel and flipped last time). An American group, ORCA (Offshore Racing Circuit Academy) hopes to enter the Swiss veteran *Merit*, which has been converted to a ketch. ORCA named Bill Pinkney, the first African-American to singlehand around the world, as skipper of their longshot effort.

Well, that's the latest scoop on the Whitbread. It's a reflection of the world's economy that the numbers are down, but the boats and crews will be better and faster than ever. It should be an exciting race! As we go to press, the six-legged UAP Round Europe Race is underway, with three Whitbread maxis (*Endeavour*, *Merit Cup* and *La Poste*) and three Whitbread 60s (*Brookfield*, *Intrum Justitia* and *Galicia*) among the 20-boat field. Those match-ups will give us a glimpse of things to come, but nothing can really be known for sure until the boats line up at 1500 hours on Sunday, September 25.

My advice? Sit back, crack open a cold Whitbread Ale or a Heineken (the latter company has replaced Beefeater as the trophy sponsor for each leg), and enjoy the show.

— john jourdane

COMING SOON

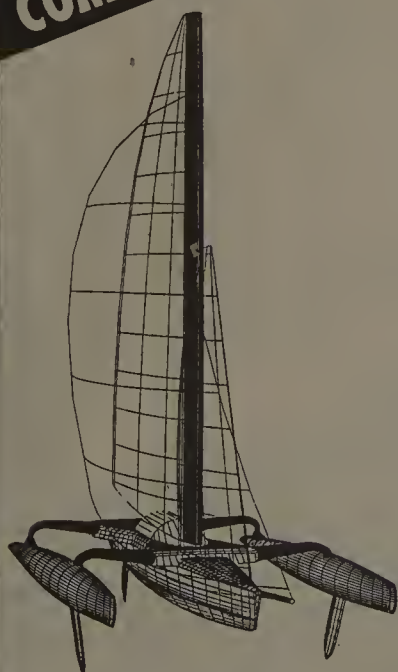
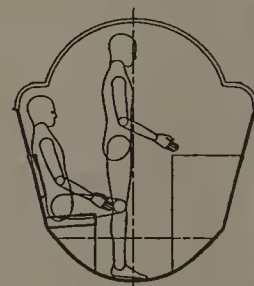
THE ANTRIM 30+

By ALAMEDA MULTIHULLS

MORE SMILES PER MILE

Would you like to own a boat that can outrun the wind? The Antrim 30+ will give you that kind of speed through much of its performance range. It will accomplish this remarkable feat with a minimum number of crew. Jim Antrim designed this speedster for maximum performance while building in the strength and safety required for a true ocean racing vessel. The high performance exterior is coupled with an interior that provides comfortable accommodations for four adults. The Antrim 30+ provides 6'4" headroom, a full galley, and two real double berths. Quite an accomplishment for a boat that will step up and race scratch with the maxi sleds. Maxi sled speed with two couple comfort. Interested? Give us a call — FAST!

Designed by
Jim Antrim




Length 30' 10"
Plus 6' Sprit
Sailing Beam 24'
Folded Beam 10'
Displ. 3600 lbs.

Hull #1
launching
in June!

ALAMEDA MULTIHULLS
(510) 523-8718
FAX (510) 523-4019

We are taking orders
now for Five
'93 production spots,
so call now for an
appointment to see this
new rocket ship.

TWELVE TIPS



Okay, so you've finally realized there's something going on out there on the Bay. For months, maybe years, you've sat in your highrise office building or your hillside apartment and watched flocks of white-winged boats arcing back and forth. For a good while now, you've maybe been so intrigued that you'll even point out particularly pretty spinnakers to co-workers or roommates. Perhaps you've even dragged a couple of them to lunch along the waterfront, there to get a glimpse of yellow and red-clad crews working plunging decks in a mysterious, syncopated rhythm.

A lot of people are really beginning to wonder about you.

If you're like most sailors-to-be, discreet inquiries were the next step. If you weren't fortunate (some might say unfortunate) enough to have the proverbial uncle so-and-so that sailed, chances are good that you were able to find someone in that highrise or apartment complex who did. If you're reading this, he or she has probably even gotten you out on a boat for the day — an experience that either thrilled your socks off or scared the beejesus out of you. Maybe both.

The braver of you might even have a

sailing concepts, what all the strings do and where not to put any fingers you want to keep. Plus you are an absolute walking encyclopedia of 'metaphoric reminders: "Red is port, like the wine" or "The rabbit comes out of the hole, goes around the tree and back down the hole." And so on. Despite a few embarrassing blunders along the way — hey, it didn't take *that* long to repair the dock you clobbered — you still thrill to the feeling of a

your own doesn't matter: this is your initiation into the fraternity of Bay Area sailors.

We'd like to take this opportunity to offer our congratulations, and to offer a few tips that will help smooth the transition. Most of these maybe weren't covered in your curriculum to this point, but they're pertinent whether your ultimate goal is winning regattas or cruising around the world. Some we were told about and some we learned via our own alma mater, UHK — the University of Hard Knocks.

1. First and foremost: *Don't forget to bring in the fenders.* Those handy plastic devices that keep you from scratching the hell out of the hull need to be pulled aboard once you leave the dock. It's considered very bad form in the boating world to cruise around with them hanging over the side — even though everyone's done it at one

***A very salty seaman once said that
any idiot can get a sail up,
but it takes a sailor to get it down.***

season or two under your belt with your new-found sailing friend or Uncle Whatzit. Or, more intelligently, you completed a sailing course at one of the local sailing schools. Whatever the route, at this juncture, you're reasonably comfortable with the basic

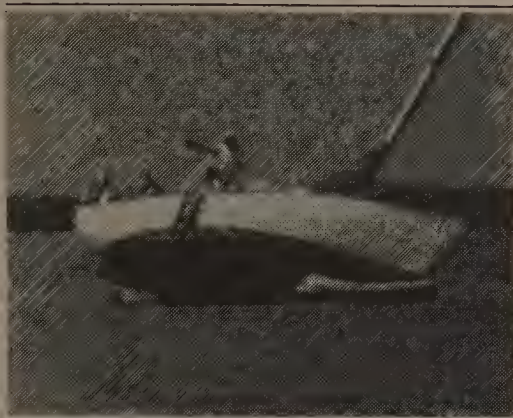
breeze in her teeth and a bone in your face. (Or is that, breeze in your face and bone in her teeth?) Anyway, the moment you've been waiting for is here: the next time you go out, you will be in command. Whether it's on a friend's boat, a chartered boat or a boat of

FOR (SAILING) GRADS

time or another. Trouble is, they're easy to forget because they're out of sight from deck level. Also, they're usually a pain to store aboard, especially the ones which have been set too low and have grown yukkies on the tips. Nevertheless, it's one of those unwritten rules of the sea: Thou shalt not let thy fenders hang overboard while sailing!

A good fender indicator: If you're waving to other boaters and no one's waving back, check your fenders.

2. Learn to enjoy the full palette of the local sailing rainbow. San Francisco Bay is famous for the summer winds which funnel through the Golden Gate at sometimes gale-force. Competitive sailors from all over the world jump at the chance to come here and race within the arena described by the Gate, the Cityfront, Angel Island and Treasure Island. To many accomplished sailors, there is nothing quite as satisfying as pitting oneself and one's boat and crew against such raw elements and through skill, guile and cunning, triumph over a howling breeze



Look like you meant to do it.

and thrashing sea.

This type of action doesn't suit everyone's fancy, however. The wonder of the Bay Area is that we have a multitude of microclimates within a small area. You can, quite literally, go from a cold and windy gale off the southeastern tip of Angel Island to a warm and sunny beach on the island's eastern shore within a span of five minutes. In fact, once you get out of the wind tunnel formed by the

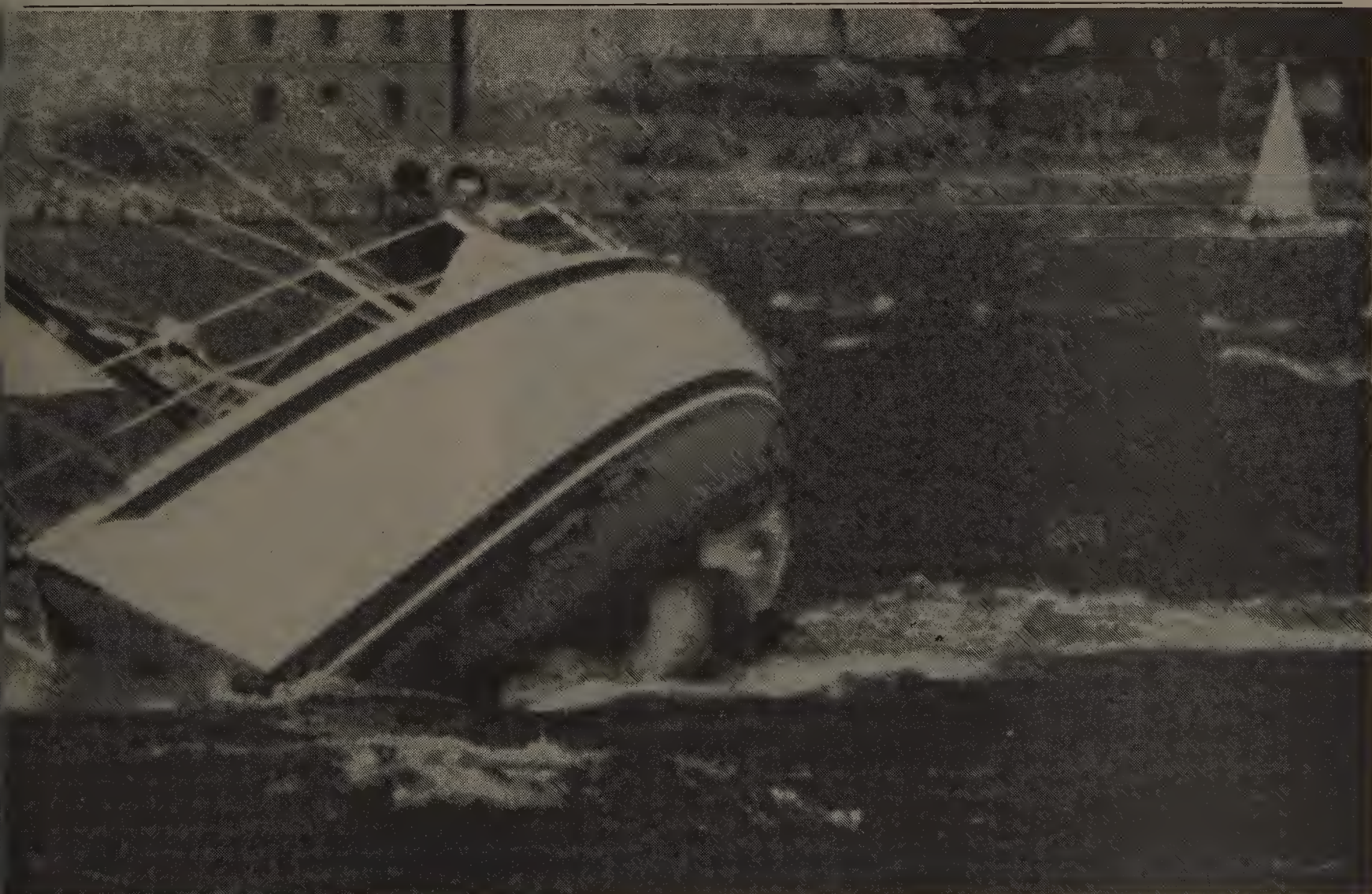
In heeling angles, a little's good; more is too much. As you'll note by the wake, this boat is going more sideways than forward.

Golden Gate (and with exceptions like Coyote Point, Larkspur Landing and Suisun Bay), you can find more civilized sailing lots of places around here. And there's nothing that says you have to do only one or the other. We've always found a few hours of *Captains Courageous* sailing mixed with a bit of 'Pass the Grey Poupon' type sailing have provided the ideal balance for a day on the Bay.

3. When in doubt, let it out. There's something about human nature that makes us want to pull sails in when we think we're going slow. Some psychoanalyst could probably explain it better than we can. We've learned that when the boat feels like it's stuck in the mud or the helm just doesn't have any feel, the best thing to do is let the sails out. Give 'em some breathing room. When they start luffing, it's time to bring them back in a bit.

Sails that are too full trap the wind, which tends to be slow as well. Ergo, a flatter sail will speed up the flow of air along the sail surface. We think of it like a stuffy car that smells of the Big Mac we had for lunch — time to ventilate!

Letting a sail out is also the first and best



TWELVE TIPS

way to downshift when the breeze starts coming up. On San Francisco Bay during the summer, the wind will pick up in the late morning and blow hard and steady for the remainder of the afternoon. You may start the day under full main and genoa, but once the whitecaps appear, you should depower, which brings us to . . .

4. *Real men — and women — shorten*

Reefing can be as simple as one guy rolling in a bit of headsail from the security of the cockpit (if the boat is equipped with roller furling), or as involved as three or more people on a pitching cabin top tucking a slab reef in a big main. As we learned at

Sailing is a sport that requires knowledge and experience, art and science, dry cleaning and laundry.

sail when the conditions call for it. A very salty seaman once said that any idiot can get a sail up, but it takes a sailor to get it down, especially when all hell breaks loose and you need to put in a reef.

Reducing sail is prudent when you're overpowered, or expect you soon will be. How to tell if you're overpowered? The keel is out of the water and the spreaders are in; you and your crew are piled in a heap on the low side of the cockpit; and/or any flat surface but the deck is easier to walk on than the deck. Those are just a few of the subtle hints that you may be carrying a tad too much sail.

Begin sail reduction by replacing the headsail with a smaller one. If the boat's still sailing on its ear — excessive heel causes the hull to slip sideways instead of going forward

UHK, if you wait too long, sails often 'self-reef' by blowing themselves to pieces, which is both expensive and dangerous. Or, in a worst-case scenario. . .

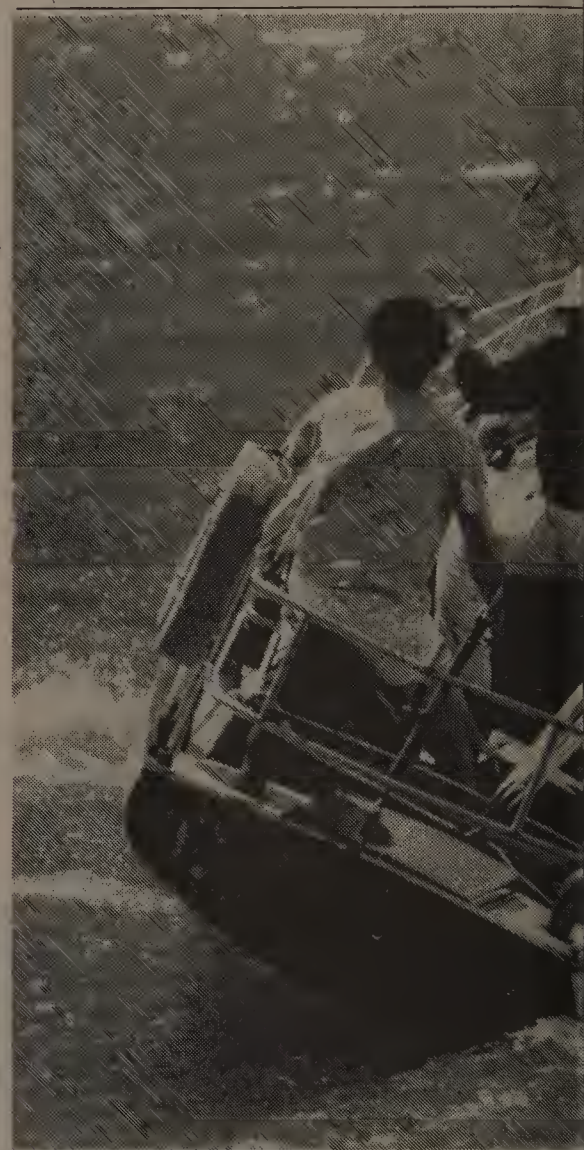
5. *Your mast breaks. What do you do now?* First, hope that your engine still works. Before you put it into gear, however, there are several things you must do. The first is to make sure that everyone's okay and have them all put lifejackets on if they don't have them on already. Then get as much of the rig (including shrouds, sheets, etc.) on deck as you can. If the conditions are rough, and an overboard mast is threatening to punch a hole in the hull, you may have to cut it away. If you do get the mast on deck and you have the time, get the sails off the spars. Many times, they'll be reusable with little or no repairs.



— it's time to start thinking about putting a reef in the main. Each of these maneuvers has its own ritual dance which, like the tango or the lambada, requires practice. And, like they should have told you when you were learning, practice is best begun at the dock.

Another excellent way to learn more about sailing: sign on as crew for a season of racing.

Do not engage the engine until you have cleared all lines from under the boat. Otherwise, sure as shootin', one of them will wrap



around the prop and you'll be DIW and SOL (cool nautical acronyms for 'dead in the water' and, uh, 'sailor out of luck').

If you have an operable engine, you probably won't need to call the Coast Guard. They don't consider fallen masts emergencies in and of themselves. The exceptions to this are if someone is seriously injured, or if the boat or people aboard are in danger of same — such as if you're DIW a few boat-lengths from Mile Rocks and drifting in. If you call the Coast Guard (channel 16 on VHF) for a tow in a non-emergency situation, they will refer you to a commercial tow/salvage company which will come out and tow you to the destination of your choice — for a fee.

You can of course always hail a passing fellow boater for assistance. Most will be more than willing to help out, even if your fenders are still dangling. However, this route has hazards of its own: despite the best intentions, you may find yourself dealing with someone who knows as little about boats and rescue at sea as you do — and even less about towing. If you find yourself in that situation and you're not in a life threatening situation, you're probably better

FOR (SAILING) GRADS



LATITUDE/JR

Reefing in a lot of wind requires skill, strength and experience. Don't try this cold turkey with a green crew.

off waving them off and waiting for someone more qualified.

6. As long as we're on the subject of things breaking, *what if your engine craps out on you?* Well, for one thing, you become the main comedy attraction for everyone on your dock and any waterfront restaurant within a hundred yards.

Seriously, or at least semi-seriously, one of the real yardsticks by which sailors measure their peers is how well they can sail into a slip when the engine conks out. And if you're new enough to the sport that you think the engine conking out is uncommon, or that auxiliary engines on sailboats are actually *dependable*, all we can say is HAHAAAA.

If you know your boat well enough (which will take some time and practice), however, you will be able to sail back to your dock with a minimum of death and mayhem. You need to plan your approach and have one or two people ready to drop the sails and everybody else ready to fend off. If possible, plan an escape route in case you need to

circle for a second try. If the wind has died, you can pull yourself along using the pilings or dock ends for leverage. And you can, with no shame, ask someone for a tow. Sailors are still among the more friendly of the human species and we've all received a helping hand at some point in our nautical careers.

An axiom to this tip: Anyone who purposely refrains from using a perfectly good engine to sail into a crowded harbor is either very good or very foolish — even if it does impress the opposite sex.

6. Learn to read the water. The color, shade and activity of the water can give you a tremendous amount of information. You can, for example, see puffs of wind as they come towards you by looking for ruffles on the water's surface. The breeze itself is naturally puffy, and the many obstructions along the shores of the Bay, such as buildings and bridges, create all kinds of unique patterns and variations. If you're caught unprepared for a blast off the TransAmerica Pyramid, you could upset the picnic lunch in the cockpit.

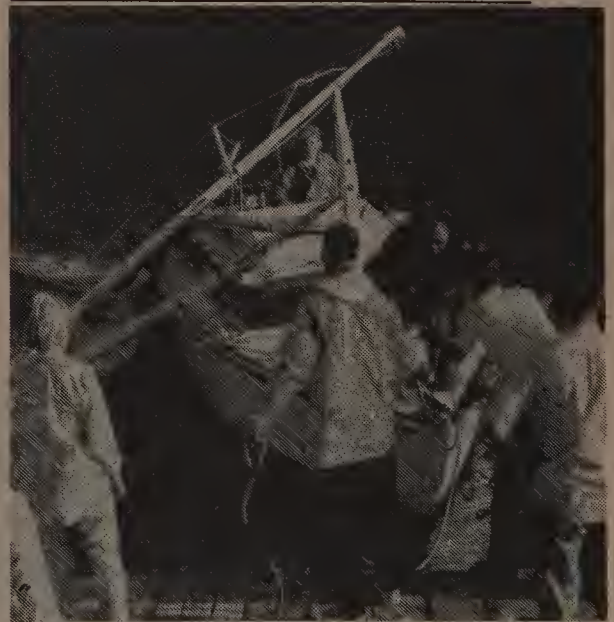
Whitecaps on the water ahead of you are a sure sign of more wind, but the size and

shape of the waves can also tell you about the tide. If the water is relatively flat off the Cityfront, for example, chances are the tide is coming in. That's called "flood". When the tide turns and starts to go out the Gate — a condition called "ebb" — the water and wind are at odds and the results are short, square waves that can shake you up if you're not prepared. They can also be a lot of fun, especially on a reach if you've got the spin-naker up.

There are other clues to tell you about the tides. One is the color of the water. Darker blue means the water is coming in from the ocean. Brownish means the water is coming down from the Delta and up from the South Bay to empty out the Gate. Check the movement of the water against stationary objects, like buoys and piers and you'll get an idea of what's going on. The dividing line between flood and ebb tides are often marked by long ribbons of foamy water that look not unlike the product of an overflowing washing machine.

Here's an extra tip: The big rains from this winter will mean lots of fresh water coming down from the mountains this spring. All that extra water will do several things, including altering the accuracy of the local tide charts and bringing huge chunks of wood and anything else that wasn't nailed down in Sacramento. Keep an eye peeled!

8. What do you do if you go aground? Although hundreds of feet deep in many spots, the Bay is also incredibly shallow in



Falling masts can be scary and ruin your day, but they're not the end of the world.

others. The water's not clear enough to see bottom in most places, so you have to rely on your charts to keep yourself out of trouble. If you see breaking waves where there aren't any others, like off the western tip of Alcatraz, beware of rocks or something

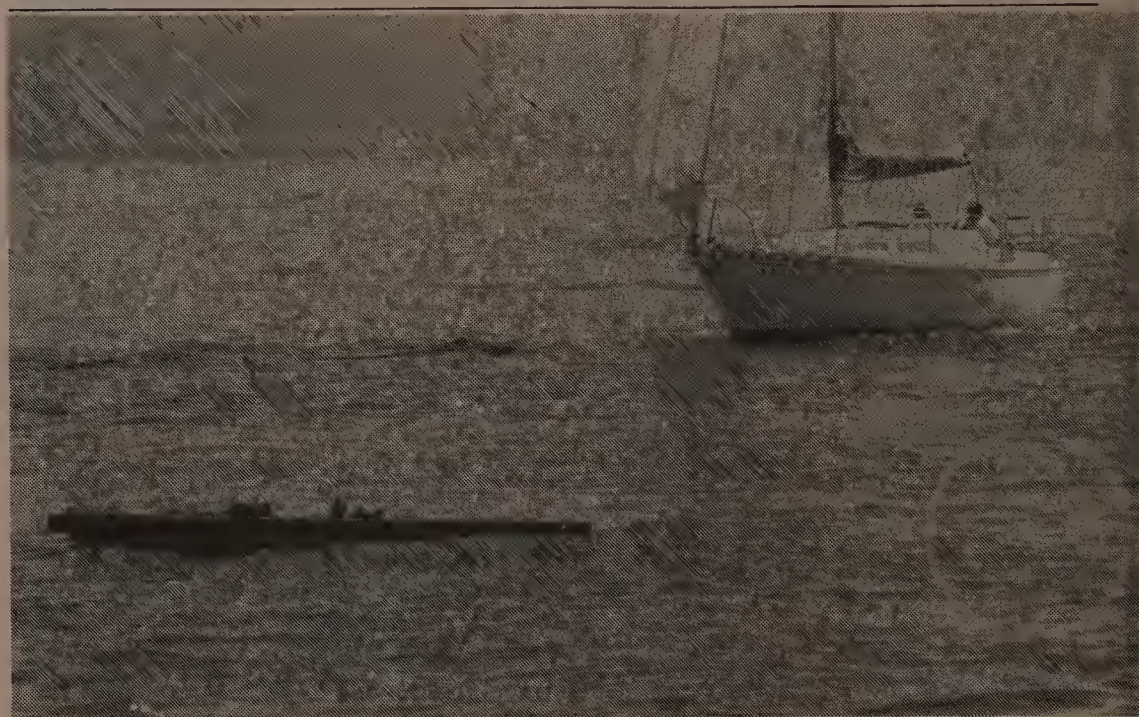
TWELVE TIPS

else just under the surface.

If you do park the keel unexpectedly and the tide is rising, don't sweat it. Just make yourself comfortable. You might want to take down the sails and enjoy a drink while you let Mother Nature provide you with the flotation you'll need to continue your outing. Attitude in this situation is also very important. While some sailors hide below, lest friends see them (or *Latitude* comes by and takes a bunch of pictures to run in the next issue), others sit high and proud, with "I meant to do that" written all over their faces. For this latter ploy to be really convincing, you may have to wade around the boat and scrub the exposed bottom.

If the tide's dropping or you're in a hurry to get to your destination, you need to take a more proactive approach, as they like to say in the business world. Basically, you want to reduce the draft of your vessel to break it free of the bottom. Unless there's a centerboard you can crank up, that usually means heeling the boat waaaayyy over. Let the sails out or take them down and then have your crew line up on one rail while you put the engine in reverse. (In extreme cases, some of them may have to line up on the boom, swung way out to leeward.) Someone pulling you with a towline from the stern might help, too. You can create the same effect by taking your anchor (either in a dinghy or having another boat do it) and dropping it a few hundred feet astern. When it sets, put the line around a strong winch and crank yourself back to deeper water.

10. Keep a steady hand on the helm. Unlike driving a car, which goes forward and back, right and left, steering a boat involves up and down movement, as well. Holding a straight course involves lots of corrections for pitch, roll and yaw. As beginners, we all tend to overcorrect, which causes the boat to wobble its way like a drunken sailor over the waves. With experience, you'll learn how to anticipate the effect of waves and swells so that you keep the bow pointed in the direc-



Along with everything else, don't forget to keep an eye out for things that go bump in the night.

and losing power, which is called "pinching". Others like to be sailed at a wider angle with the sails full and going fast, which is "footing". Sailors spend hours discussing the merits of both. As you get to know your boat, you'll discover which works best.

11. Our apologies to Bobby McFerrin, but on boats on the Bay, the saying should go: "Stay warm, be happy." This is one of the cardinal rules of sailing on the Bay. As any Fisherman's Wharf tourist dressed in shorts and a T-shirt on an August afternoon will tell you, "Damn, it's cold here in San Francisco!" On the Bay, the wind and fog will make things even cooler, so you need to be prepared. The guidelines we use to dress ourselves for a day on the Bay are:

after a while, so drink plenty of non-alcoholic fluids to stay hydrated!)

* Wear gloves. Sailing gloves with leather palms protect your skin from blisters and burns that might interfere with your weekday activities.

* Wear a hat. A wool watch cap will prevent heat from escaping through your noggin. If there's lot of sun, a billed cap will help protect your face. Sunglasses will cut down the glare from the water, and don't forget sunscreen, even if it's cloudy.

12. Finally, as the saying goes, a little knowledge can be a dangerous commodity. To say it another way, you never, ever 'know it all' on sailboats. If you've learned your basics and you can get the boat in and out of the slip without seriously threatening your insurance rates or anyone's life, that doesn't mean you're ready to tackle the San Francisco Cityfront in an ebb tide. Sailing is a sport that requires knowledge and experience, art and science, dry cleaning and laundry. So consider continuing your education with advanced courses.

You might also want to invite more experienced sailors to come out for an afternoon to share some of their knowledge. They'll probably be flattered that you asked and you can treat them to a gourmet lunch as part of the deal. Another alternative is to hire a professional "sailing consultant," who can go out with you and teach you the finer points. A pro can also look your boat over and point out things that may need attention to ensure your safety or increase performance, depending on your priorities.

— shimon van collie

*If you wait too long, sails
often "self-reef" by blowing themselves
to pieces.*

tion you want to go most of the time instead of just some of the time.

Furthermore, sailing upwind, or beating, requires another layer of skill. Every boat, depending on the sails you have up, the shape of the hull and the design on the rig, has its own upwind "groove." Some like to sail closer to the eye of the wind where they're just on the edge of luffing the sails

* Have several layers so you can dress up or down depending on the conditions. The outermost layer should be water-resistant, like foul weather gear or a shelled jacket.

* Use polypropylene next to your skin. This space age fabric provides an air layer next to your skin, and wicks the water and perspiration away from your body so you stay dry. (Polypro can also make you thirsty

The Choice is Yours

This...



Or This...



***South Bay boaters – by being closer to you,
San Leandro Marina will get you boating sooner***



• ***Close to Home***

• ***Easy Freeway Access***

• ***Newest Berths on the Bay***

• ***Complete Amenities***

• ***Compare Our Rates***

• ***Save Time –
Save Money***



Take the Marina Blvd. West Exit off 880

Join us during San Leandro's Annual Cherry Festival June 12th & 13th

SAN LEANDRO MARINA

1-800-559-SAIL

MAX EBB GETS

I was swinging in a hammock on a tropical island. Eyes closed, warm sun on my face, tradewinds rustling the palm fronds. The only sounds were of the distant surf on the reef at the far side of the lagoon and the swishing of the hula dancers' grass skirts. Now if this hammock would just keep still — but it kept rolling and pitching, rolling and pitching, rolling and pitching. . . .

"Aloha," said one of the hula girls. "Aloha, Max!" she repeated, much louder this time.

"This one knows my name," I thought to myself. "And yet, that voice does sound familiar. . . . Now if only this hammock would keep still. . . ."

"Max!" she repeated again. "You're on watch!"

I opened my eyes. Instead of the hot tropical sun, I was squinting into a flashlight beam. Inches above my head was a damp overhead liner and a steel chainplate. The hammock was still rocking violently — no, it was this pilot berth that was moving — no, it was the whole boat. So much for my tropical island

"Your watch, Max. Rise and shine."

"What time is it?" I asked, finally regaining something resembling consciousness.

"Three forty-five in the morning," she said. "Wind's up, we're going like, really fast. But we probably have to jibe soon. Your presence on deck is cordially requested."

It was Lee Helm's voice all along. Time to get out of this cozy berth and go up on deck to help race this boat down the coast during the darkest part of a very windy night. I groaned, twisted around in the cramped space between the pilot berth, the lee cloth that was holding me in, and the underside of the deck. I tried to get those hula dancers back in my head. No luck, though — had to be on deck in 10 minutes. Our skipper, who had done a few years in the Merchant Marine, insisted on 15-minute-early wake-up calls and the new watch on deck a full five

MAX EBB
STAN CHUN
MAY DAY
LEE HELM
ROXANNE SCHOLES
DAN FORTH

SATURDAY

AM

PM

8

10

12

2

4

MAX EBB	ON	S-1	S-2	
STAN CHUN	OFF	ON	S-1	S-2
MAY DAY	OFF		ON	S-1
LEE HELM	S-2	OFF		ON
ROXANNE SCHOLES	S-1	S-2	OFF	
DAN FORTH	ON	S-1	S-2	OFF

SUNDAY

AM

PM

8

10

12

2

4

MAX EBB	OFF	ON	S-1	S-2
STAN CHUN	OFF		ON	S-1
MAY DAY	S-2	OFF		ON
LEE HELM	S-1	S-2	OFF	
ROXANNE SCHOLES	ON	S-1	S-2	OFF
DAN FORTH		ON	S-1	S-2

MONDAY

AM

PM

8

10

12

2

4

MAX EBB	OFF		ON	S-1
STAN CHUN	S-2	OFF		ON
MAY DAY	S-1	S-2	OFF	
LEE HELM	ON	S-1	S-2	OFF
ROXANNE SCHOLES		ON	S-1	S-2
DAN FORTH	OFF		ON	S-1

"Wait a minute," I said, still groggy. "Don't I get to sleep 'til six on this off-watch?"

"No way. Check the chart. The time interval between rotations changes from two hours to one hour at night."

Lee trained her flashlight beam on the

below me was snoring happily — he probably had the hula dancers all to himself now — and I had to suspend myself from the overhead grab rails in order to get my feet to the cabin sole without stepping on his face. I hadn't practiced this maneuver, though — at least not from the high side of the cabin with a lee cloth in the way — and my foot bounced over the lumpy sleeping bag. The snoring stopped, but he didn't move.

Finally I was upright in the cabin, and groped my way in almost total darkness to the quarter berth that we were using for seabag stowage. I had no idea where I had left my little red flashlight when I had come off watch several hours earlier.

"This help?" said Lee as she trained her flashlight beam on the pile of bags.

"Ah, there it is." I unzipped my bag and located the foulies and the heavy sweater I wanted. But there was more groping, trying to find my gloves, my fuzzy hat with the ear flaps and my flashlight.

"As much as you might like to turn off the circadian rhythm for a long race, it's actually very hard to do."

minutes before the hand-off. It made sense, actually, and I certainly wasn't going to be the first crew member to miss a watch change.

"And like, get really well suited up," Lee advised. "It got cold when the wind started to blow."

I could feel a frigid breeze wafting in through the open companionway.

spreadsheet taped to the bulkhead, just to check. "For sure, Max. You're on at 0400."

So I unzipped the sleeping bag, found the polypro long johns I had stashed at the end of the berth, and wriggled into them with considerable difficulty before swinging out into the cabin.

Even this last operation was hard. The off-watch crew occupying the settee berth

	8	10	11	12	1	2	3	4	5	6	7	8
		ON	S-1	S-2		OFF		ON	S-1	S-2		OFF
	OFF		ON	S-1	S-2		OFF		ON	S-1	S-2	
		OFF		ON	S-1	S-2		OFF		ON	S-1	
	S-2		OFF		ON	S-1	S-2		OFF		ON	
	S-1	S-2		OFF		ON	S-1	S-2		OFF		ON
	ON	S-1	S-2		OFF		ON	S-1	S-2		OFF	

	8	10	11	12	1	2	3	4	5	6	7	8
	OFF		ON	S-1	S-2		OFF		ON	S-1	S-2	
		OFF		ON	S-1	S-2		OFF		ON	S-1	
	S-2		OFF		ON	S-1	S-2		OFF		ON	
	S-1	S-2		OFF		ON	S-1	S-2		OFF		ON
	ON	S-1	S-2		OFF		ON	S-1	S-2		OFF	
		ON	S-1	S-2		OFF		ON	S-1	S-2		OFF

	8	10	11	12	1	2	3	4	5	6	7	8
		OFF		ON	S-1	S-2		OFF		ON	S-1	
	S-2		OFF		ON	S-1	S-2		OFF		ON	
	S-1	S-2		OFF		ON	S-1	S-2		OFF		ON
	ON	S-1	S-2		OFF		ON	S-1	S-2		OFF	
		ON	S-1	S-2		OFF		ON	S-1	S-2		OFF
	OFF		ON	S-1	S-2		OFF		ON	S-1	S-2	

"I got a spare flashlight for you," said Lee. "A few always get misplaced by the second night."

She opened her own seabag, and a dim light came on inside it automatically. She pulled out another small flashlight and passed to me. When she zipped the bag shut the light went out, just like the light in a refrigerator.

"No red filter in that loaner," she advised, "so cup your hand over it when you turn it on. Just let the light you need out between your fingers."

"Thanks, Lee. This is lifesaver. I owe you a drink after we finish. But how did you get that light to go on in your seabag like that?"

"Just a couple of wires that only make contact when the zipper's all the way open," she said. "I used to keep one of those disposable key ring lights on the zipper pull. That's almost as good, but this is better."

"Cool," I said, doing my best to imitate Lee's Southern California inflection.

"Feel free to use the pilot berth," I said to Lee when I had finally assembled most of my equipment. "Although maybe your weight would be better back here in the quarter berth now."

"I'm on 'standby level one' for another hour," she said. "Have to be ready for

Instead of the hot sun, I was squinting into a flashlight beam. My hammock on the tropical island was really a pilot berth. . .

anything. But there's someone on 'standby level two' who goes off when you come on."

"That's me," said a voice from the opposite side of the cabin. "And sure, I'll take

that pilot berth if you're going on."

She had been sitting there unnoticed in the darkness.

"This is by far the most complicated watch system I've ever seen," she added. "Why can't we just go to a plain old 'four hours on, four hours off' like the good old days? That way, we'd get used to getting up and going to sleep at the same time every day."

"But then one watch always gets the sunrise and sunset, while the other watch gets the graveyard shift," I pointed out.

"Not if you plan it right. You'd never set it up with the watch changes at 8 p.m., midnight, 4 a.m., and 8 a.m., for example. Maybe 10-to-2 and 2-to-6 for the night watches, to balance it out a little."

"Naw, you need the long off-watch during the day to catch up on sleep," said the man I had stepped on while climbing out of my pilot berth.

"Hope we didn't just wake you up," I said apologetically.

"Naw, I was having another one of my earthquake dreams. Always get 'em at sea if there's wave action. Woke up when a beam fell on my head."

I thought it better not to mention that I had just stepped on him.

"Most boats I've raced on," he continued, "use a 'Swedish' watch system, where the watches are six hours during the day and only four hours at night. Has the advantage of being 'self-dogging', because contrary to what our shipmate just said, most people seem to prefer to rotate through different time slots."

"But all the research on circadian cycles says that people do better on a repeating schedule," she insisted.

"That would work on a merchant ship," he responded, "but on a racing boat you can never tell when you'll need more crew on deck. So the schedule is always going to get messed up. Some nights we have two or three 'all hands' calls every watch. The main thing is to keep people rested all the time, as much as possible, and keep them off a day-night wake-sleep rhythm."

"That's what this watch system tries to accomplish," said Lee. "I call it a 'volleyball' system, with two levels of standby and variable time intervals."

"No wonder we can't figure it out," I said. "But it's like, so simple," Lee said. "All you

do is rotate positions every hour. "There are two 'on' positions, so you're on watch for two hours. Then there's the 'level one' standby position that you rotate into after your two 'on' positions. Normally the level one standby person doesn't have to be on deck,

any more help and everyone else should be resting or sleeping."

"But the whole thing gets much too

woman who was about to go off the standby two position.

"How did that work?" I asked.

"It was basically the Swedish system, but whenever we had an all hands call — which averaged maybe two or three times a day, the skipper timed the interruption. If we had 35 minutes of all hands, for example — and that was typical — then the next watch change would happen 35 minutes later to give the off-watch the full four hours off."

"What happened?"

"Finally the skipper slept through an 'all hands', and we lost track."

"That's nothing," said the man on the high side. "Once I was on a boat where two guys on the other watch loved to sing old show tunes. Gawd, they were awful!"

We all expressed profound sympathy.

"That's another advantage of the volleyball system," Lee pointed out. "You get to share the deck with the maximum number of different crew."

"That could be really important," noted the man on the high side, "on boats that turn out to have, er, a 'problem' crewmember. Spreads the load around, so to speak."

"I know what you mean," said the woman on the low side, as she started to undress for her off-watch.

I made a quick and precarious trip to the head (stopping to marvel at all the glowing points of light in the bowl), finished rigging my safety gear, and made my appearance on deck right on schedule.

"Hey, it's really nice out here!" I exclaimed.

"Yeah," replied the driver. "This is what we came for!"

On deck it felt like a different ocean. The crazy motions of the boat suddenly seemed to be normal and controllable. It wasn't nearly as cold as I had expected, thanks to my polypro gear and the ear flaps in my fleece-lined hat. And the moonlight lit up the ocean like a 200 watt light bulb.

"Need some relief on the helm?" I said.

"Not 'til you take your turn trimming — remember?" said the driver.

I took my position next to the sheet winch, relieving the trimmer who would now get a turn at wiggling the wood. Someone down below handed me up a cup of steaming hot coffee. . .

It was a great evening to be at sea. As I got into the rhythm of the wind and seas, I could almost hear the swish of those grass skirts again. . .

— max ebb

**"I like using the 12-hour clock.
None of this adding-and-subtracting-twelve
nonsense to figure out what time it is."**

but stays fully suited up and ready to pop up instantly when needed. This is the person that also serves as 'gofer' down below, serving hot drinks, snacks, getting sails, waking up the next watch-stander, plotting positions on the chart and so on."

"Does the standby position have to be the one that follows the on-watch position, or can the standby position come first?"

"Much better for standby to come after the on-watch," said the off-watch crew from his bunk. "Hate to try to get someone to wake up and suit up just to sit and wait."

"For sure," said Lee. "So 'standby one' has to follow the on positions. Then after you do standby one, you rotate to the standby two position for another hour. Here, under normal circumstances, you can get undressed and go to sleep. But you're the first person called back up if there's more help needed on deck."

"Sometimes standby two has to keep their gear on, though," said the woman who happened to be standby two at that moment. Since we were anticipating a heavy-air jibe, she had been asked to stay ready.

"And after the standby two position," continued Lee, "you rotate into the two 'off' positions. These are fairly reliable sleep hours, because you'll be one of the last people called up to help."

"It's still not clear to me what the big advantage is," I said.

"It gives the crew the maximum amount of flexibility to use only as many people as they need for the conditions," Lee explained. "Without having to call for all hands very often, or make people miss off-watches. I mean, we all know how bad it is to be short of alert crew when you need to jibe on the shifts."

"That's the usual way to lose a long downwind ocean race," said the off-watch crew.

"But it's just as bad," said Lee, "to have people sitting on deck all night doing essentially nothing. On this boat it takes a driver and a trimmer working hard to keep us going fast. Unless there's a maneuver happening, or something scary going on, we don't need

complicated," I said, "because we don't stick to rotating every hour. During the day and evening — 8:00 to 10 p.m. - we rotate every two hours instead."

"Right," said the woman from the low side of the cabin. "Those are normal activity hours, and it's easier to stay alert. As much as you might like to turn off the circadian rhythm for a long race, it's actually very hard to do."

"Well, I could handle the change in rotation interval, except some of the watches span across the change in time intervals. This means we have weird three-hour watches mixed in there."

"It also makes the station bill unbelievably complicated," said the crew from the high-side settee berth.

"For sure," admitted Lee. "And I'd never expect a crew to figure out the rotations for themselves during a race. But with a spreadsheet program I can print out a nice, easy-to-read chart like the one taped up on the bulkhead. See, I even spared you having to convert from the 24-hour clock notation to the familiar 12 hour system. It's all in regular a.m. and p.m., just like the radio and weatherfax timetables I printed up. I mean, what could be simpler?"

"I like using the 12-hour clock," I said. "None of this adding-and-subtracting-twelve nonsense to figure out what time it really is."

"The skipper's having a hard time with it, though. Must be his Merchant Marine background."

I fumbled around through the hanging locker, which we had reserved for harnesses, and found mine. After rigging myself up in it I checked my personal strobe and whistle that lives in my foulie pocket, then checked the station bill once more.

"On until six," I said. "Then standby-one till seven. Then I'll be standby-two during breakfast, then off for four hours. I can handle that."

"You're lucky we're not using the 'cumulative' system I had to endure the last time I raced down the coast," said the

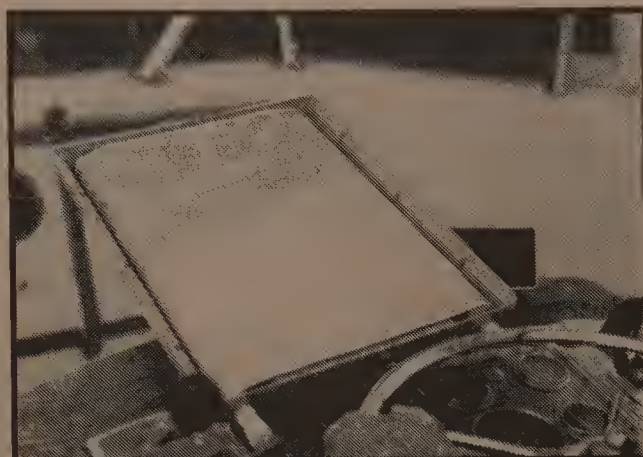
PRODUCT HIGHLIGHTS



The Fourwinds II — A Relentless Pursuit Of Perfection — Everything Perfect Must Excel Its Kind

The Fourwinds II leading the way. One component after another more reliable, more efficient, longer lasting. Advanced marine materials of fiberglass, stainless steel, aluminum, delrin, lexan, AwlGrip and anodizing, combining for enduring integration. Starts charging at four knots, in 10 to 15 knots 140 to 200+ amp-hours/day. Stainless steel centrifugal Air Brake protects generator from burnout and high winds. Leave unattended with confidence. Five standard installation possibilities, plus custom mounts. Comprehensive installation and reference manual. Three-year warranty longest in the industry. Check SS-CA's most recent marine equipment survey. The Fourwinds II can solve your energy problems. Your comforts deserve the best. Designed by marine electrical engineers, 30,000 miles under sail. Catalog upon request.

Everfair Enterprises, Inc.
2520 N.W. 16th Lane, #5
Pompano Beach, FL 33064
305-968-7358



KEEPS COASTAL CHARTS

NEAT • CONVENIENT • DRY

- Water and Wind Resistant
- Holds all NOAA and Similar Coastal Charts
- Non-Magnetic
- Scroll as You Cruise

Send \$34.95

Check, Mastercard or VISA

ROLL-A-CHART

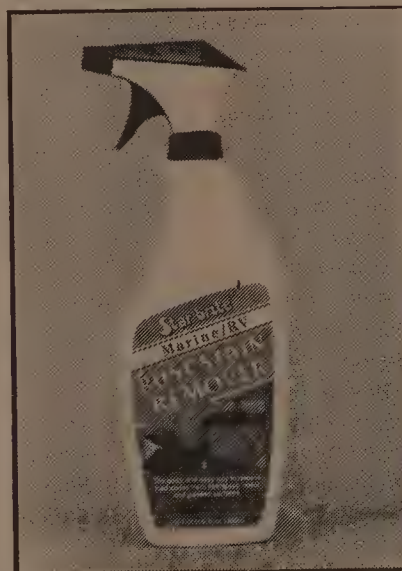
395 West Drive,
Copiague, NY 11726
(516) 789-1270



WAKE NO-MORE™

INTRODUCING A GREAT NEW PRODUCT FOR LIVEABOARD OR WEEKENDERS POWER OR SAIL...Wake no-more is new for 1993. Wake no-more is the ultimate boat snubber/shock system. This product is made of all marine grade components including, PVC, STAINLESS STEEL. Wake no-more gives more stretching latitude than other boat snubbers to greatly reduce rocking and chafing due to wakes large and small. Installs directly onto your line in seconds. There are 4 Wake no-more sizes for boats 17' to 60'. Label is UV protected and waterproof. Colors are red, blue, and black with white base. MADE IN USA. Patents pending. Applications include: Floating docks and Moorings. Warranty: 2 year replacement. Price per size: 17'-20' — \$24.95, 21'-28' — \$29.95, 29'-40' — \$34.95, 41'-60' — \$44.95. Manufacturer discount - buy 4 get 1 free. For dealer inquiries, call Peter Gilmore. To order by phone, call direct. Mastercard/Visa orders welcome. To order by mail, send check or money order to:

Peter Gilmore, WNM
GILMORE ASSOC., INC.
Boston, MA 02115
(617) 536-0700 • Fax: (617) 536-4747



Star brite Rust Stain Remover

Rust drip marks on a boat are some of the most difficult stains to remove. The discoloration usually is deeply embedded in the fiberglass or painted surface, well out of reach of surface cleaners. The solution in most cases is the use of an abrasive rubbing compound applied using lots of elbow grease, not a fun task. Even worse,

after several treatments the area appears dull and becomes extremely porous, making future stains even more difficult to get out.

Now there's an alternative — new Star brite Rust Stain Remover. It's the quick, easy and safe way to remove rust discoloration. To use, just spray on the rust stain, let sit for a minute or so, then rinse off. It's as simple as that. No hard work, no dull or damaged areas. It's safe for use on all fiberglass, metal and painted surfaces. And the gentle formula is biodegradable so it is safe for the environment.

Star brite Rust Stain Remover is packaged in a 22 fl. oz. sprayer bottle with a suggested list price of \$6.95. It is available at marine accessory stores, sporting goods outlets and tackle shops.

For further information contact:

Star brite
1-800-327-8583

With reports this month on chartering in the **Pacific Northwest**, including the **San Juans**, the **Gulf Islands** and **Desolation Sound**. Also a report on the drawbacks of a **cut-rate Christmas charter** in the Caribbean, and **Charter Notes**.

Northwest Chartering

"The sailing is great in the Caribbean. I like the people and I appreciate all the problems they have. But just get me the heck back to the States again!"

So said Lake Tahoe's Greg Dorland, who had been serving as owner/operator of his Baltic 42 *Escapade* in the Caribbean for much of the last charter season. There are times when Third World inefficiency, bungling and jive becomes too much for even the most patient soul.

We understand, which is why we plan on doing more than a little sailing in the Pacific Northwest this summer. Places like the San Juan Islands of the United States. And Victoria, the Gulf Islands, Vancouver, Jervis Inlet and the Desolation Sound areas of British Columbia. Imagine the luxury: People speak English. The electricity doesn't go off three times a week. When an official says, "I'll be right with you", it doesn't mean after a three-hour lunch, a romantic interlude and a nap. Every other day isn't a holiday. Some people even take pride in their work!

We're going to give it a try, and based on the recommendation of many other sailors, we think maybe you should, too. Since it can take a lot of time and money to sail your own boat up, chartering the Pacific Northwest is an attractive option for Californians. Fortunately, there are charter bases in or near all the popular destinations.

To greatly oversimplify the situation, there are three cruising areas in the Pacific Northwest: The San Juan Islands the Gulf Islands, and Desolation Sound. There's also city-based cruising around Victoria and Vancouver.

Each of the three main cruising areas is different. "The San Juans", says Roger van Dyken of San Juan Sailing Charters, "have a 'cluster' feel to them. Horseshoe-shaped Orcas Island is in the middle, with San Juan, Lopez and Blakey Islands — to name a very view — 'hanging' off the tips. It's the smaller islands, however, that are the favorite of cruisers. Sucia, for instance. It's a cruisers'

Roche Islands and Friday Harbor. "Roche has a lot of Old World charm," says van Dyken. "John Wayne used to hang out there with his boat. There are resplendent lawns, beautiful flowers, and taps at sundown. Nearby Friday Harbor is more of a tourist and artist community.

One of the nice things about the San Juans — and this holds true for the Gulf Islands and Desolation Sound — is that there are about a billion anchorages. Therefore, you can either mingle with other humans or pull a hermit trip. It's even possible to mingle upscale at places like Deer Harbor on Orcas Island. Built by a shipping magnate at the turn of the century, it was converted to an international resort where you can swim, hot-tub, whack tennis balls and eat expensive food.

Canada's Gulf Islands are entirely different. "It's like God took His finger and drew through sand. They are striated islands, long and narrow," says van Dyken. But they still have beautiful anchorages. Places like Prevost Island, which because of long fingers of water extending into its sides, is reminiscent of Sucia.

There are fewer provisions, services and people in the Gulf Islands. There is limited provisioning at Bedwell Island. The most you'll find elsewhere are small groceries and pubs.

Unlike the Third World, clearing between the U.S. and Canada is quick and painless. Everybody stays aboard the vessel except the captain, who clears in with Customs. Passports and birth certificates are not needed, and Customs may or may not come down to inspect the boat. It should take about 10 minutes.

Only limited amount of tobacco and booze are allowed into Canada. Potatoes and apples are not allowed because of gypsy moths. Van Dyken says if you peel and core the apples and remove the eyes from the potatoes — where the gypsy moths live — you can bring them into the country.

It's also possible to clear in at Victoria,

paradise because of all the little inlets. A state park, it has running water, toilets and places to build fires on the beach.

A week long charter in the San Juans is usually done in a counterclockwise direction, and continues on to places like Stewart and

Vancouver, Nanaimo and Sidney.

You can return or bring a Canadian charter boat into the States at Roche Harbor, Bellingham or Friday Harbor. If you arrive after office hours, you can check in by calling an 800 number. There is a \$25 fee per boat



per year. Most all Northwest charter boats will already have them. There are similar limits on booze, tobacco and illegal immigrants.

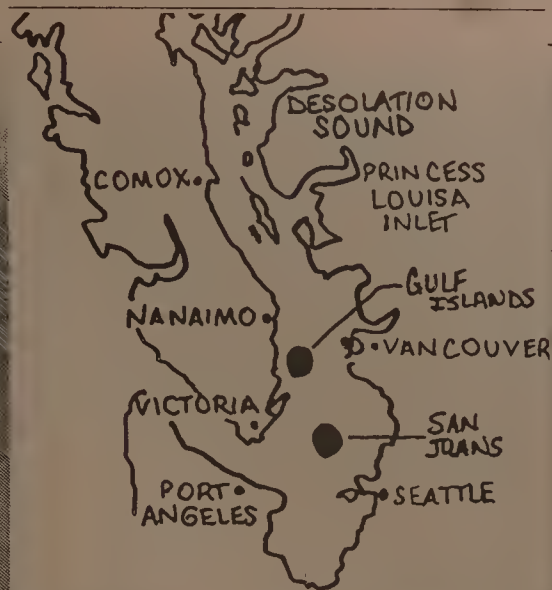
Then there's Desolation Sound. "It's like popping the San Juan Islands in the fjords of Norway," says van Dyken. In addition to a number of beautiful anchorages, one of chief attractions is the extremely warm — by comparison — water. Van Dyken claims the water is warm because the tide rushes in and out the edges of Vancouver Island twice a day but never really leaves, and thus warms up. "I've swam there," he claims.

Rick Baker of Blue Pacific Yacht Charters says, "A lot of people don't believe it, but most summers it gets up to 80°." You can bet we'll be bringing our thermometer to check.

One thing for sure is that Desolation Sound has the most sea life. Clams, oysters, shrimp, prawns, ling cod, rock fish and "really, really big salmon".

"There are times when I've had to walk across oysters," says van Dyken. "But I try to eat them early in the year become they get contaminated by humans." The prawns are 400 feet down, so it's easiest to buy them directly from professionals at \$4 a pound.

Dungeness and rock crab are more plentiful in the San Juan and Gulf Islands for some reason. Many charter companies equip



'Latitude's' cruising guide to the Pacific Northwest.

we discovered that there were no boats available under 39 feet or for less than \$4,000/week. Apparently the charter companies only use smaller, less expensive boats in the Virgin Islands, where the distances between anchorages are shorter and the sailing conditions are less challenging.

Continuing our search for a more suitable boat, we found an ad in *Sail* magazine that advertised a St. Martin-based O'Day 39 for \$1,995/week. I called the owner/agent in Boston requesting information, and confirmed that the boat was still available for the Christmas holidays. The owner claimed the boat was "professionally maintained" and that a new engine had recently been installed. He was also very knowledgeable about our proposed cruising area, as he spends a month every winter sailing those waters. We later learned he'd start his annual charter the day after we finished ours.

Verifying that we could book flights in and out of St. Martin via Miami, we sent in deposits to commit ourselves to both the boat and plane tickets. (When we booked our flight in October, we were told that both airlines were nearly sold out for that period. But when we boarded our flights, the planes were far from filled. The American flight from Miami to St. Martin, for instance, was less than half full. I suspect we could have still gotten seats if we'd waited to book until early December.)

In any event, we arrived in St. Martin at about 9:00 p.m. local time, and were met at the airport by the person who "manages and maintains" the O'Day. He took us to the boat, which was stern-tied to a funky little marina in Simpson Bay Lagoon, the area's hurricane hole. In the dark, she looked decent enough — except for a broken running light on the stern. The boat-keeper gave us a cursory tour of the gear and systems.

We wanted to be on our way the next day. But since the bridge that traps boats in the lagoon only opens at 6:00 a.m. and 5 p.m., we'd have to get up early or be stuck for the entire day. We did wake up in time and prepared to get underway for the bridge opening.

Although it was still pitch black, we could see the bridge towers. However, we couldn't make out what was between us and the bridge. There was a channel somewhere, but there was also a sunken barge, a spit of land and a bunch of anchored boats. We figured

What could be better than blasting through the Pacific Northwest on a classic wood schooner?

their boats with crab rings. "You put a chicken leg in the ring and pull it up every few minutes to see what you've got," says van Dyken. "It's not unusual for our charterers to get several crab dinners in a week."

The Northwest is famed for salmon, but that takes a little skill. Rock fish are easy, just drop a plastic worm with a hook near some kelp and jig it a bit. "I've got a friend," says van Dyken, "who lights up a cigar and says 'This is the spot, put the frying pan on the stove'. I swear, he always has a fish by the time the butter has melted in the pan!"

The weather for the entire region is almost exactly like the tropics: daytime temperatures in the 70s, evening temps in the 50s. The San Juans, it's claimed, get less rain a year than San Francisco. Sailing is almost all of the light air variety and you should be prepared to motor often.

Some Americans have limited themselves to chartering in the San Juans. That's silly as there are many good reasons to go to Canada: 1) To hear the funny way they talk. 2) Because you get \$1.25 Canadian for just \$1 U.S. 3) Because they have an efficient Coast Guard whose men and women don't carry guns. 4) Because it's one of the few foreign countries where someone in

dreadlocks won't come up and say, "Hey white man, what you doin' on my island?"

The Pacific Northwest — it sounds like fun to us. Check out the various Northwest charter outfits advertising in this issue. They've got various locations, plans and specials to incite you to give the area a try. Some are based in Bellingham, 15 miles from San Juans. Others are based near the great cities of Victoria and Vancouver. Comox, just across from Desolation Sound, also has a charter outfit. See you up there, eh?

— latitude 38

Getting What You Pay For In A Charter

Your readers might be interested in hearing about a bareboat charter we did over Christmas 1992, a charter that proved once again that you usually get what you pay for — and not necessarily what was advertised.

In September we started to look for a Christmas holiday charter in the Leeward Islands. Since there were only two of us, we hoped to keep the expense down while still getting a boat that would be comfortable in the more boisterous conditions that can be found in the Caribbean during the winter.

Having called all the major companies,

it wouldn't be a problem with a chart and a spotlight. The problem was we couldn't find the chart and the spotlight didn't work. Even the flashlight batteries were dead.

Since we had a depthsounder and it wasn't more than a quarter of a mile to the bridge, we cast off. Of course when we flicked on the switch for "Instruments", the depthsounder didn't activate. Nor did it when we flicked on every other switch. So we spent a few anxious moments picking our way through the shallows in the dark. As we got closer to the bridge, day began to break and we made it outside the lagoon without much trouble.

While anchoring in Pelican Bay to get organized, we discovered that the anchor chain wasn't marked for depth. So we had to guess-estimate how much to let out. We also noticed there was no roller for the bow roller — just the bolt a roller is supposed to be mounted on. This meant the chain went clank! clank! clank! clank! over the roller bolt until we wrapped a bunch of old towels around it.

In the full light of day, we were better able to evaluate the overall condition of the boat. The exterior was in pretty good shape, and the rig, running rigging, winches, and basic sailing gear appeared to be sound. The interior cushions, however, had soiled slipcovers on them. In general, the interior showed lots of hard use. The torn and frayed cockpit cushions were in need of replacement.

As advertised, the boat was equipped with snorkeling gear. But we're glad we had brought our own — along with our scuba gear — because the snorkeling equipment on the boat was in such bad shape we would have had to purchase replacements.

It was plenty warm for a swim, so I jumped in and checked the condition of the bottom. It had considerable growth — including barnacles — and needed repainting badly. I scraped at it for a while, but hey, I was on vacation. If maintenance really turned me on, I would've stayed home and worked on my own boat!

With the boat-keeper's help, we spent the morning provisioning, getting scuba tanks, and more thoroughly checking out the boat systems and gear. Once we were initiated into the mysteries of switching it on, the depthsounder worked. The integrated knotmeter was not as enthusiastic, but by early afternoon we were nonetheless on our way.



The boat had roller furling and an easily operated reefing system, so the two of us were able to handle the sails without any problem. We sailed 11 miles over to Ile Fourche, a mountain peak sticking out of the sea that forms a nice anchorage. Since the chain wasn't marked, we measured off a 30-foot distance on deck and then used it to 'measure' the 100 feet of chain that was appropriate to anchor in the 20 feet of water. Every time we anchored that week we had to go through the same drill — all because the chain wasn't marked.

When dinnertime rolled around, we discovered that the oven didn't work. And that wasn't the only thing. The boat had a hot water heater, but the heat exchanger hadn't been hooked up when the new engine was put in. Nor was there any provision for it to be. There was a lantern which would have provided a romantic glow in the evenings — if it had only had a wick. The shower pump in the forward head didn't work, so we had to use the smaller, leakier aft shower. The wiring for the spotlight had been cut, probably to make it easier to install the motor.

By this time we'd gotten most of the equipment sorted out. There was a 'tool bag' mentioned in the information packet. The bag was ratty and the tools were very basic, very rusty, and totally inadequate for even the most simple repairs. Fortunately, we didn't have to use them for much.

The boat was actually a Jeanneau 39 built

Boats in St. Martin's Simpson Bay lagoon can only depart and enter twice a day. And not at all when bridge-operators go on strike.

by O'Day under license. Sort of like a Cadillac being built by Yugo. The quality just wasn't there — nor were any of the nice finishing touches. She was designed for charter work as a three-couple boat, with two doubles aft, a forward V-berth and two heads/showers. This layout might work on a 47-footer, but the effect wasn't pleasant on a 39-footer. The berths were too narrow and short, and the cabin felt cramped. On the other hand, the cockpit was large and comfortable.

There were some charts on the boat, but they were tired and it was difficult to read the details. Furthermore, they only covered St. Martin and St. Barts. Since we were going considerably further, we had to buy additional charts.

Since eyeball navigation works pretty well in this part of the Caribbean, extensive navigation equipment wasn't necessary. Good refrigeration, for example, is more important than GPS. The owner had his priorities straight in this respect, as the engine-driven unit worked well.

We spent the next five days visiting Saba, Nevis, and then St. Barts. Problems with the boat itself were minimal, but the dinghy gave us some grief.

The outboard was mounted on a bracket



that fit on the stern pulpit. It was designed to be mounted over a 'T' section of pulpit. Since one wasn't available, it was mounted on the horizontal rather than vertical tube. This allowed it to rotate, which made it very awkward and dangerous to put the motor on and off. The whole problem could have easily been solved had a piece of stainless tubing, matching the rail and the fitting, been added during installation.

There was a wire cable and two padlocks attached to the motor, making it even more cumbersome. The cable was intended to lock the motor and dinghy to a dock — but both locks were frozen beyond the help of even WD-40. I ended up cutting the cable off because it made handling the motor so much easier.

The 'handle' on one of the two screws used to tighten the motor on the dinghy transom was broken. This meant that a wrench had to be kept handy to tighten or loosen the motor mounts. It was just one more bit of loose gear waiting to go splash. It didn't, but it's the little things that end up biting you in the butt.

After a tiring all-day passage from Nevis to Gustavia Harbor, St. Barts — a very beautiful spot — we eagerly looked forward to going ashore for dinner. I wrestled the motor onto the dinghy, noting that the fuel was low. There were two red jerry jugs with gasoline for the outboard, so I took one and

filled the tank that's part of the outboard itself.

We climbed into the dinghy and pulled the outboard cord. The motor started, but wouldn't run at increased rpms as it had previously. It was too far to shore to row upwind, so we ended up spending the night on the boat. The next morning we went into the harbor and tied up at the quay.

We took the engine to a repair shop where they promised to look at it that very day. When we went back to check on it, they hadn't had time to fix it. Since the next day was Christmas, we took the motor back to the boat. I'd been thinking about what could possibly have gone wrong with the engine. Acting on a hunch, I checked the jerry jugs. Yup, diesel in one, gas in the other — neither of them marked. Guess which one I had poured into the motor?

The cure was simple enough. Drain the diesel, insert gas, pull the cord, and rev the sucker until it smoothed out. All the fuss could have been avoided if the jugs had been marked.

All things considered, we had a good time and really enjoyed the islands we visited. Much of the angst we experienced was the result of equipment difficulties that could have been avoided if the boat and equipment had been properly maintained. Given the fact the boat was located in another part of the world, I'm not sure how we could have better substantiated her advertised condition before making a commitment.

We last spoke to the owner from California *before* we did the charter. He asked us to note any problems we had, as he was intending to board the boat right after our charter and immediately depart St. Martin. We can only suspect he was disappointed in the number of broken items and by our letter detailing everything that was missing. I don't think he realized how much work had been neglected since he'd been there last.

We hope all your readers can learn from our experience.

P.S. We've been readers for years and my boat was on a cover back in 1980; we're happy that you've prospered. While in Simpson Bay we were anchored next to your charter boat *Big O*; she's very pretty.

— ted smith & jan sterling
headhunter, sausalito

Ted & Jan — What an illuminating letter;

thanks for taking the time to write.

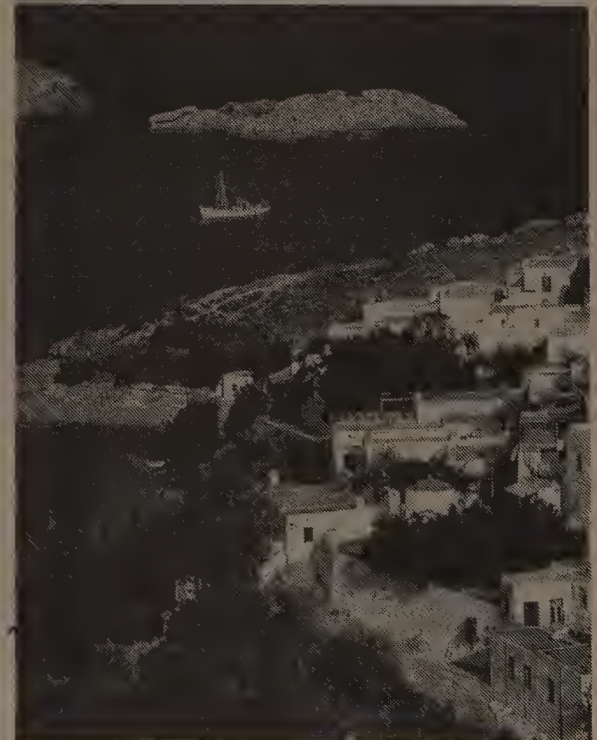
With regard to your plane tickets, you might have been able to get seats at the last minute, but only at astronomical prices. When reservation departments tell you a flight is almost sold out, they usually mean for the class of service you're requesting. Take our word for it, there are no last minute cheap seats to the Caribbean during the Christmas holidays.

Charter Notes:

Looking for something in the way of a classic charter? We've got a couple of options for you.

The **Hawaiian Chieftain**, built on the beach in Maui from stainless steel to look like a square-rigged ketch of the 1790s, is offering sunset sails from Sausalito on Wednesday and Friday evenings for only \$25 per person. The 103-footer is Coast Guard certified for 47 passengers. In addition, she's available for birthday parties, weddings and other good times. For further information, call 331-3214.

If you're looking for a high seas adventure on a classic yacht, look no further



Greece is still great for chartering. The less popular islands are, ironically, the most fun.

than the **Californian**, a 145-foot tops'l schooner replica of a revenue cutter. June 14 -17 she'll be sailing from Monterey to

WORLD OF CHARTERING

Drake's Bay; September 6-8 she'll do an open ocean sail off Monterey; September 13-17 she's be sailing from Monterey to San Diego. Guests will be expected to stand watch, haul lines, take the helm — and if you're very bad, walk the plank. Call the Nautical Heritage Society at (800) 432-2201 for complete information.

"In your last issue you asked if anyone will be **chartering in Maine** this summer," writes Clark Arquette, who works in the parts department of Helmut's Marine. "I'll be aboard *American Eagle* for a week starting on September 13. The week will be memorable, for in addition to the sailing, there will be a three-day seminar at *WoodenBoat* magazine's headquarters in Brookline and a tour of 'the great old gals' of wood.

"When writing about Maine," Arquette continues, "don't neglect there is one thing even better than the scenery: the people. They are the friendliest and warmest you'll meet. Yes, the Maine towns are quaint, clean and mostly small, but it's truly the residents who 'make it happen'.

"I have only one word of caution for anyone else contemplating being a part of a

'Windjammer' charter: watch out for the food! I gained 14 pounds during the week on Penobscot Bay because the food was out-of-the-world!"

Northern hemisphere summer is prime season to charter in French Polynesia. To celebrate the fact, **ATM Yachts**, with 25 boats based in Raiatea, is offering a "9 days for the price of 7 special". ATM has details at (800) 634-8822. Sailing the Leeward Islands of Tahaa, Huahine, Bora Bora, Raiatea and Maupiti is worth saving your nickels and dimes for.

It's no longer hurricane season in Fiji, which makes it the perfect time to enjoy one of the least spoiled sailing paradises of the Pacific. **Wind-N-Sea Adventures**, at (510) 523-9713, can show you the way.

There was a time when the islands of Greece were considered the prime chartering area of the world. The problem is that it attracted so many visitors that they've begun to be taken for granted. The solution, say

cruisers who've been there recently and fallen in love with the region, is to avoid the crowds by going to the islands that are a little off the beaten track. Indeed, when we chartered in Greece a few years ago, we liked the less popular islands the most. Like 'em so much we wished we could have stayed an additional, oh, three or four months. Call **GPS Charterers, Ltd.** at (800) 732-6786 for information on bareboat charters, crew charters and flotilla charters.

Chartering in the Caribbean is great year round. The two big advantages of summer are 1) kids are out of school and you can take them along, and 2) the winds are lighter and the seas smoother. Summer, in fact, probably offers the most pleasant sailing of the year. Call **Tropic Island Yacht Management** (800) 356-8938 or **Conch Charters Ltd** (809) 494-4868 for bareboat or skippered charters in the always wonderful British Virgins. For charters anywhere in the Caribbean — to say nothing of the world — call **The Moorings** at (800) 535-7289.

East, west, north, south — there's great chartering to be enjoyed everywhere. Don't miss out!

SAIL OFF THE BEATEN PATH

SAIL Fiji



Sail in beautiful Fiji — one of the world's last unspoiled charter regions. Let us take you to rarely visited islands and remote beaches, where you'll never have to share an anchorage. Our personalized service makes your sail off the beaten path an unforgettable experience.

IF YOU'RE INTERESTED IN A CHARTER WITH A DIFFERENCE
CALL FOR OUR COMPLETE BROCHURE
ON THIS UNSPOILED PARADISE



WIND-N-SEA ADVENTURES (510) 523-9713

FIJI? BVI? CORSICA? TAHITI?
FRANCE? TURKEY? BAHAMAS?
NEW ZEALAND? TONGA? MEXICO?

"Are the Bahamas good in December?"

"Should I provision or have the charter company do it?"

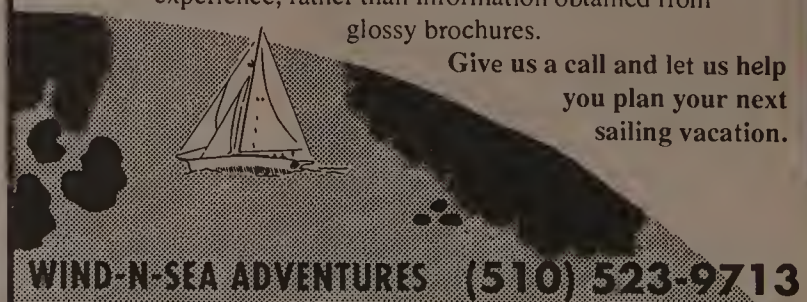
"What's the best time of year for Tahiti?"

"Where's the best place for diving?"

WE HAVE ANSWERS!

When planning your next sailing vacation, why not put our experience to work for you. Like a travel agent, our service is free, and in many instances, we can save you money or secure additional charter days at no extra cost. Because we represent you, our recommendations are based on your needs and our experience, rather than information obtained from glossy brochures.

Give us a call and let us help
you plan your next
sailing vacation.



WIND-N-SEA ADVENTURES (510) 523-9713

WHO

The Windward Islands of the lower Caribbean.
Spirited winds. Great open water passages. Spectacular,
uncrowded anchorages.

SAYS

Unspoiled islands alive with color and culture and cuisine.
It is like no other place on earth. An exhilarating reminder of
why you took up sailing in the first place.

PARADISE

Paradise lost?
Hardly. The Moorings has three bases there.

IS LOST?

Sail from Martinique, St. Lucia or Grenada on a magnificent
Moorings yacht. Bareboat or crewed. Yacht or stateroom. One way
or round trip. Call toll-free 1-800-535-7289.



The Moorings

The Best Sailing Vacations In The World.

British Virgin Islands • St. Martin • Guadeloupe • Martinique • St. Lucia • Grenada • Bahamas • Florida • Mexico • Tahiti • Tonga • Greece • Turkey • France • Spain • Egypt

Go GREECE — and the Mediterranean

with
GPSC CHARTERS, LTD. — the largest U.S. retail charter
company for Europe



For: • Bareboat Charters

• Crewed Yacht Charters

• Custom Flotillas for your club

• Scheduled Monthly Flotillas

• Air and Land Arrangements

For the most complete information package and charter arrangements,
please contact:

GPSC Charters, Ltd.

600 R St. Andrews Road, Phila., PA 19118

Tel: 215-247-3903 Tlx: 5101009781 GPSC CHTR PA

and 1-800-S-E-A-'N-S-U-N or 1-800-732-6786

Fax: 215-247-1505

Available:

GPSC Complete Charter Guide

GPSC video on yachting
in Greece



©1989 Greek National Tourist Organization New York, Chicago, Los Angeles

SAILING EXPERIENCE



happiness is a Tropic Island Charter

DISCOVER the beauty of the Virgin Islands aboard
your immaculate TROPIC ISLAND YACHT where
you are guaranteed a holiday not to be forgotten.

NOW we also have Trawlers, Motor Yachts and
Catamarans available for Charter and Purchase.

INQUIRE about our unique
Purchase Management Plans.

CARIBBEAN DEALER FOR:
Hinterhoeller Yachts • Fountaine Pajot Catamarans
Archipelago Catamarans



**TROPIC ISLAND YACHT
MANAGEMENT LTD.**

CALL TOLL FREE

IN USA

1-800-356-8938

IN CANADA

1-800-463-3993



P.O. Box 532
Maya Cove, Tortola
British Virgin Islands
TEL: (809) 494-2450
FAX: (809) 495-2155

2 Thorncliffe Park Dr.
Unit 20, Toronto, Ontario
Canada M4H 1H2
FAX: (809) 495-2155

Yukon Jack
a '92 Race Winner
San Diego • Manzanillo

FOR SALE OR SAIL
SANTA CRUZ 50

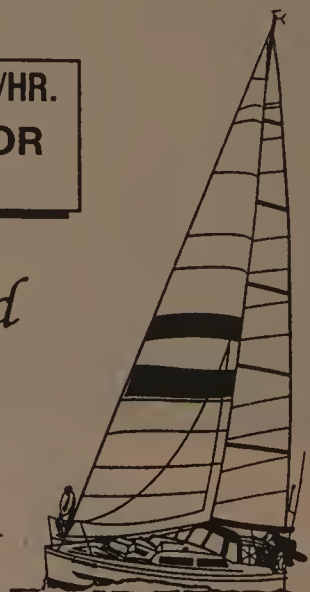
**CREWED CHARTERS \$200/HR.
CHARTER NOW FOR
BIG BOAT SERIES**

Ride the Wind

(510) 682-6610

PIER 40

San Francisco



Coast Guard Certified for 25 Passengers

Adventure to islands beyond the ordinary.



Set like gems amid the South Pacific, The Leeward Islands of Raiatea, Tahaa, Huahine, Bora Bora and Maupiti are a



yachtman's paradise. Most sailors can only dream of anchoring in sapphire blue lagoons, surrounded by the seductive beauty of lush gardens and

swaying palm trees. Now ATM Yachts helps make it all come true with 25 deluxe sailing yachts available for private charter from their base in Raiatea where you can set sail for an adventure beyond the ordinary. For more information call us at 800-634-8822 or FAX 714-642-1318 for a brochure.

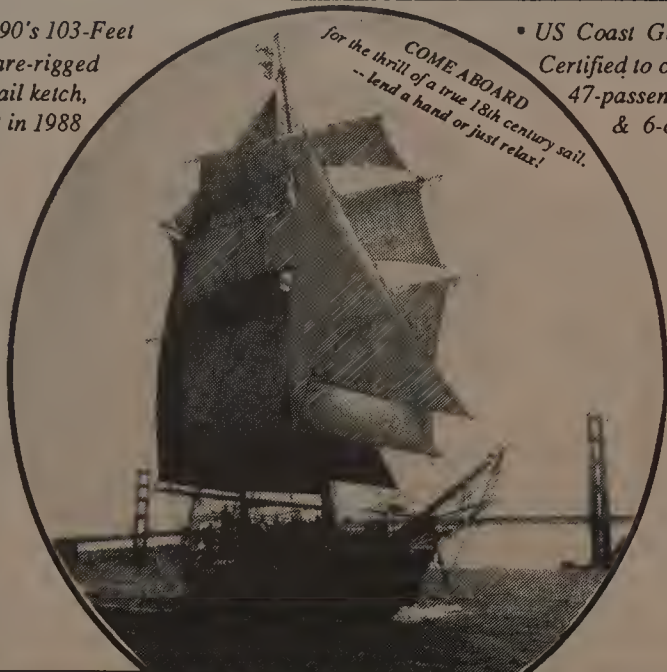
**SPECIAL
OFFER**
9 Days for the price
of 7 Days

THE ISLANDS OF
TAHITI

MOOREA • BORA BORA • HUAHINE • MANIHI • THE MARQUESAS • RAIATEA • TIKEHAU • RANGIROA • TAHITI

©1992 Tahiti Tourism Board

• 1790's 103-Foot
Square-rigged
topsail ketch,
built in 1988



• US Coast Guard
Certified to carry
47-passengers
& 6-crew

COME ABOARD
for the thrill of a true 18th century sail.
-- lend a hand or just relax!

Sunset Sails from Sausalito

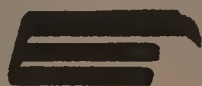
Including light refreshments and complimentary beverages. Only \$25!
Wednesday & Friday Evenings 6-9 p.m.

OR Private Charter

• Birthday Parties • Weddings • Corporate Cool-offs • Sail Training
\$325/Hr., Minimum 3 Hrs. (Add. Hrs. @ \$200)

HAWAIIAN CHIEFTAIN

Marina Plaza Harbor, Sausalito, CA. 94965
(415) 331-3214



Realize Your Dream Penmar Marine Co.

Discover Paradise In The San Juan Islands

IMAGINE PARADISE... EMERALD ISLANDS,
QUAINT HARBORS, QUIET ANCHORAGES,
SPLASHING ORCAS, SUNSETS AND YOU.

Penmar Marine is dedicated to the realization of your dream. We have a fleet of 80 finely prepared yachts, both power and sail, from 24 feet to 56 feet. We are renowned for our friendly, professional service which will make your charter vacation exceptional. Start fulfilling your dream, call or write today.

Penmar Marine Co.

THE RIGHT CHARTER COMPANY

1-800-828-7337

2011 Skyline Way, Anacortes, WA 98221



Conch Charters Ltd. British Virgin Islands

Bareboat/skippered
sailboats 30-50

Why shell out a fortune?

Call Conch Charters Ltd.

(809) 494-4868 • Fax (809) 494-5793

P.O. Box 920, Road Town,
Tortola, British Virgin Islands



Sail the Californian

HIGH SEAS ADVENTURES

Make your own "quantum leap"...
Experience the thrill of sailing a tallship...
Haul lines • Stand watch • Take the helm

From Monterey:

June 14-17	Open Ocean, Drake's Bay	\$595
Sept 6-8	Open Ocean	\$375
Sept 13-17	South to San Diego	\$695

Short on time? Join us May 29
Master Mariner's Race in San Francisco \$100

Reservations & Information: 1-800-432-2201

NAUTICAL HERITAGE SOCIETY

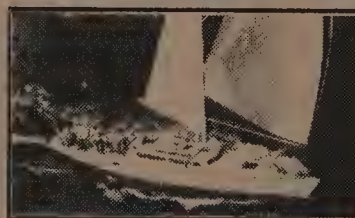
RACE A WINNER!

CHARTER ONE OF THE FASTEST YACHTS ON THE WEST COAST

The RALPHIE
Santa Cruz 50

→ → OR → →

M-1
Ross 45



TRANSPAC SPECIAL ~ \$19,500

Book early for 15% discount

JULY '94 VICTORIA-MAUI

Set a class record

JULY '94 PACIFIC CUP

Easily handled by 6-18

NOV. '93 CABO

Both potential class winners

JULY '94 TAHITI

Referral fee to brokers and sail lofts

CHOOSE YOUR FAVORITE RACE & CALL

- Big Boat Competition - 1/2 '70 prices
- Class within a class
- For those who are too busy to spend time at sea or clean up, we have a crew available for delivery & clean up after the race

HIGH PERFORMANCE SAILING HAWAII

JOHN (310) 429-2912 OR BILL (310) 434-7723

FAX 310-434-7723



Desolation Sound Yacht Charters Ltd.



EXPLORE NORTH!



Depart from our ideally located charter base in Comox, B.C. to experience **DESOLATION SOUND** and **PRINCESS LOUISA INLET**. Swim in warm water, hike to majestic waterfalls, anchor in secluded bays and enjoy the wildlife!

Choose from our fleet of over 30 professionally maintained **SAIL** and **POWER** yachts 25' to 45'

Popular designs include Beneteau, Jeanneau, C&C, Hunter, Catalina,

Elite, Albin, all equipped and ready to go. Charter rates start at \$435 US per week. CYA Learn-to-Cruise courses also available from \$465 US per person.

BOOK EARLY TO GUARANTEE THE PERFECT VACATION!

Desolation Sound Yacht Charters Ltd.

201 - 1797 Comox Avenue

Comox, British Columbia, Canada, V9N 4A1

(604) 339-7222 Fax: (604) 339-2217 (604) 339-4914

BOSUN'S CHARTERS LTD.



British Columbia, Canada

- ☒ BAREBOAT & SKIPPED YACHT CHARTERS
- ☒ FULLY EQUIPPED YACHTS, POWER & SAIL
- ☒ LEARN-TO-SAIL VACATION PACKAGES
- ☒ HI-SPEED SERVICE BOAT • HOLDING TANKS

*Secluded anchorages, sandy beaches, bustling resorts
...the Spectacular Gulf & San Juan Islands...*



Offering a complete line of Class yachts:
C&C, CS, Beneteau, Elite, Nonsuch, CHB

JOIN OUR OVER 50% REPEAT CUSTOMERS

Begin your holiday IN the islands, don't waste precious time getting there! Find us with ease - only minutes from Victoria airport & ferry terminals on Vancouver Island.

2240 Harbour Rd., P.O. Box 2464L, Sidney, B.C. V8L 3Y3
604-656-6644 FAX: 604-656-4935

~ CALL COLLECT ~

CRUISE THE GULF ISLANDS!

- Charters
- Instruction
- Power or Sail

*Start your vacation in the Gulf Islands.
Located near Victoria
International Airport and ferry terminals.*

GULF ISLANDS CRUISING SCHOOL LTD.

Family owned and operated since 1980!

1-800-655-BOAT (2628)

Fax (604) 655-7197

P.O. Box 2532S • Sidney, B.C. V8L 4B9

SAN JUAN SAILING CHARTERS



28-ft to 41-ft
Quality Sailboats.
Come Sail With Us!

Six day learn and cruise
charter certification
available.

ASA certified

CALL 1-800-677-SAIL

#1 Squalicum Harbor Esplanade, Bellingham, WA 98225

Join our circle of American friends.

Combine your sailing vacation with a stay in Vancouver, rated North America's most exciting destination city. Stay on board in our marina for \$50 U.S. per day while you explore the delights of the city. Then head out into the world famous cruising grounds right at our doorstep.



BLUE PACIFIC YACHT CHARTERS

Call now for details:

(604) 682-2161 admin.
682-5312 bookings
682-2722 fax

1519 Foreshore Walk, Granville Island,
Vancouver, B.C. Canada V6H 3X3

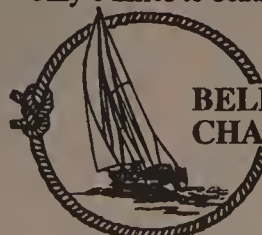
SAIL THE SAN JUANS & CANADIAN GULF ISLANDS

from Bellingham in clean, well-equipped yachts.

Bareboat sailfleet from 28-43 ft. includes Hunter, Catalina, Sceptre.

Friendly, personal service. Located near international airport.

Only 8 miles to beautiful island anchorages.



**BELLHAVEN
CHARTERS**

#9 Squalicum Mall

206-733-6636

Bellingham, WA 98225

800-542-8812

FAX 206-647-9664

THE RACING

With reports this month on the **Bullship Race**, two ocean races, the **Stone Cup**, the **Elvstrom Regatta**, so-called 'golf handicapping' for beer can races, the **Colin Archer Race**, results of the **West Marine/NCYSA Fun Regatta**, the **505 PCCs**, **Eric Steinberg's** tips on instrument calibration, and the standard allotment of **race notes**.

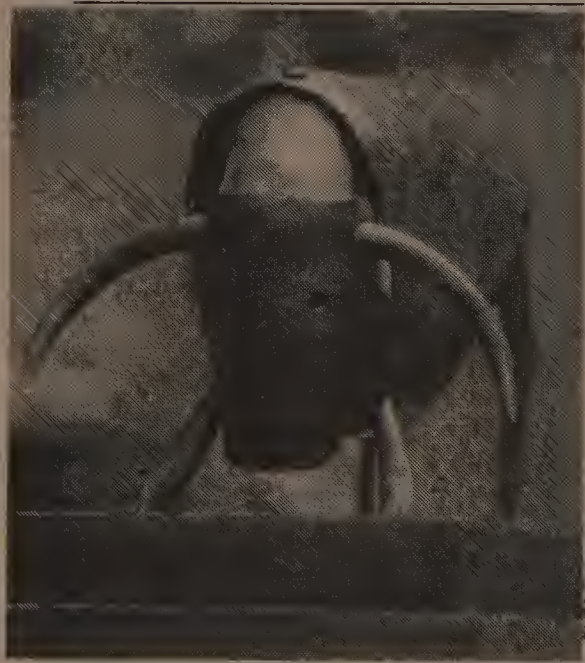
Bullship Race

The 40th Annual Bullship race, postponed this year until May 1, was basically won or lost at the start. Forty-four El Toro sailors hit the Sausalito waterfront starting line at 8 a.m. in light and fluky wind. Thirteen of them were pushed over early by the ebb, effectively taking themselves out of the race. Anyone that went to the right after the start also removed themselves from contention.

Russ "Okie" Shroff described this year's convoluted winning path: "You didn't want to go inshore at the start, as there was a flood from Yellow Bluff to the shore. The top five boats all stayed to the left, catching an ebb ride out of Raccoon Strait. Soon, we hit

played the shifty 6-8 knot westerly to perfection to win overall in a time of one hour, 15 minutes. Shroff pulled in 28 seconds later. Three minutes back was Dana Shields, who passed six boats in the final three minutes of the race with the 'low road' gambit to claim the trophy for fastest woman racer. Possibly the most popular finish of all, however, was that of Dan Ouellet, who came in sixth. This occasion marked Ouellet's comeback: it was his first 'real' race since he had his head bashed in during the Rodney King riots two years ago. "Dan's a great guy who's done a lot for our fleet," said Shroff. "We're glad he's back!"

1) Arnie Quan; 2) Russ Shroff; 3) Dana Shields; 4) Gordy Nash; 5) Aad Rommelse; 6) Dan Ouellet; 7) Brian McCarthy; 8) Jim Warfield; 9) George Martin; 10) Steve Miller; 11) Chris Nash; 12) Dennis Silva; 13) Chuck Watts; 14) Vickie Gilmour; 15) Allan

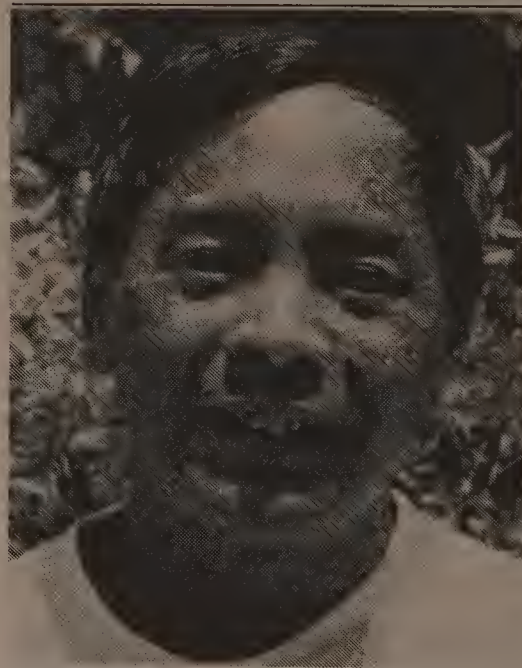


RUSS SHROFF

Above, the coveted Bullship Perpetual Trophy. Right, '93 winner Arnie Quan.

a swirl of flood, after which we found slack water most of the way over to the Cityfront. There we encountered ebb again. Lower approaches to the finish (off the St. Francis Breakwater) worked best this year."

Arnie Quan, sailing his 18th Bullship,



RUSS SHROFF

Stier; 16) Ron Locke; 17) Robert Hrubes; 18) Bruce Noble; 19) Bob Korb; 20) John Gilmour. (44 boats)

A Pair of Ocean Races

Two fairly well-behaved ocean races took place in May, a welcome change from the



season-opening Lightship blowout. On May 8, fifty-five boats competed in Sausalito YC's Duxbury-Lightship Race, revelling in a 'normal' 25-knot northwesterly. Two weeks later, Golden Gate YC's Jim Ong Ocean Triangle attracted 44 boats for a lighter air (15 knots) contest.

"The Ong Race was the best one yet," enthused ocean newcomer Gal Bar-Or, whose dark blue Olson 25 Siva has been excelling in what's left of the MORA-II fleet. "It was a perfect day in the ocean!"

Perfect, that is, for everyone but the crew of the Express 37 *One Eyed Jack*. Trying to dodge the vicious flood on the way out, they unfortunately put the boat on the rocks at Pt. Bonita. They fired a flare to attract help, at which point *Scorpio* and *Phantom* commendably dropped out of the race to stand by. The Coast Guard arrived shortly thereafter to tow the *Jack* in.



'Morning Glory' has left the competition in her wake in the Lightship Race, Duxship Race and Stone Cup. Next, the TransPac.

DUXSHIP RACE (May 8 — 34.6 miles):

PHRO I — 1) *Spindrift V*, Express 37, Larry & Lynn Wright; 2) *Friday*, Express 27, John Liebenberg; 3) *Kingfish*, SC 40, John Kerslake. (10 boats)

PHRO II — 1) *Marilyn*, J/44, Monroe Wingate; 2) *Razzmatazz*, Swan 46, Dennis Robbins; 3) *Novia*, Cal 39, John Webb; 4) *Destiny*, Swan 431, Peter Bennett. (14 boats)

IMS I — 1) *Morning Glory*, R/P 50, Hasso Plattner/Dee Smith; 2) *Warspite*, Wylie 42, Kevin Meechan. (5 boats)

IMS II — 1) *National Biscuit*, Schumacher 35, Colin Case; 2) *Sweet Okole*, Farr 36, Dean Treadway. (5 boats)

MORA I — 1) *Hurricane*, Express 27, Jon Bamer. (1 boat)

MORA II — 1) *Siva*, Olson 25, Gal Bar-Or; 2)

Roadhouse Blues, Hawkfarm, Bentsen/Boschma. (6 boats)

SSS — 1) *Aotea*, Antrim 40, Peter Hogg; 2) *Indigo*, Dragonfly, Mike Taylor; 3) *Great Fun*, Davidson 50, Stan Glaros. (9 boats)

CRUZ — 1) *Nan Sea*, Islander 30 Mk. II, David Hillstrom; 2) *Walkabout*, Newport 30, Tom Gaines. (4 boats)

ONG TRIANGLE (May 22 — 39.8 miles):

PHRO I — 1) *Pegasus XIV*, Newland 368, Dan Newland; 2) *Kingfish*, SC 40, John Kerslake. (6 boats)

PHRO II — 1) *Razzmatazz*, Swan 46, Dennis Robbins; 2) *Wind Chaser*, Ericson 35 Mk III, Dick & Patti Cranor. (7 boats)

MORA I — 1) *WYSIWYG*, Olson 30, Don Martin. (3 boats)

MORA II — 1) *Retriever*, Wavelength 24, David Maxwell; 2) *Perezoso*, Excalibur 26, Jeff Nehms; 3) *Siva*, Olson 25, Gal Bar-Or. (9 boats)

ASHS — 1) *Illusion*, Cal 40, Lindsay/Honey; 2) *Indigo*, Dragonfly, Mike Taylor. (6 boats)

CRUZ — 1) *Nan Sea*, Islander 30 Mk. II, David Hillstrom. (3 boats)

Stone Cup

Expect for a low 16-boat turnout, this year's all-IMS Stone Cup was actually fairly exciting thanks to the presence of three relatively new boats — *Morning Glory*, *Warspite* and *X-Dream* — and one brand new one, Bob Garvie's N/M 43 *Bullseye*. The weather on May 15-16 was perfect — each of the three races was held in progressively higher wind (12, 14 and 16 knots). And the St. Francis race management was excellent, as always. Even the IMS rule, after a glitch was ironed out in the program, proved to be working well: in race one, the first five boats in Division A corrected out within 48 seconds of each other!

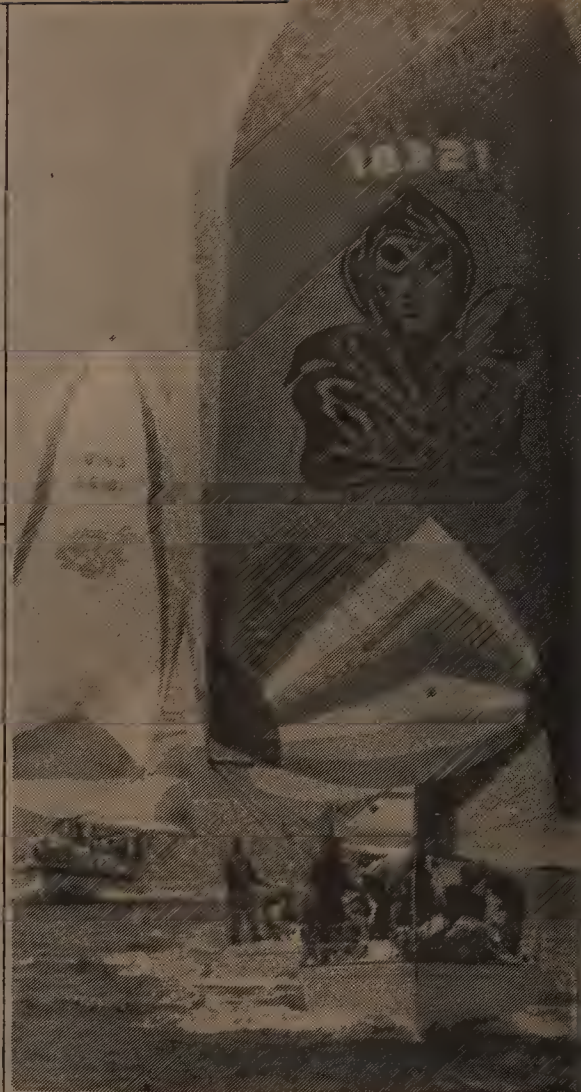
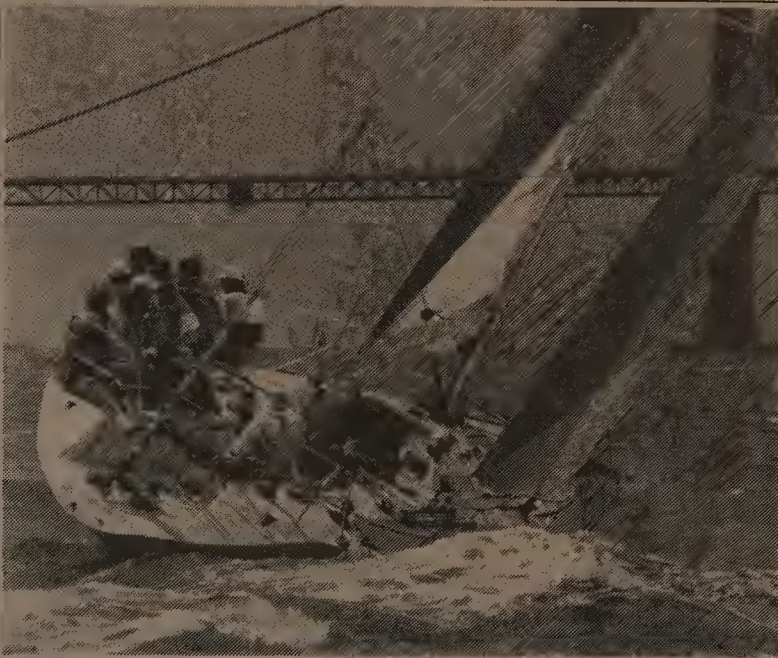
The winner of that class, Hasso Plattner's state-of-the-art R/P 50 *Morning Glory*, took line honors by huge margins in each race. But on corrected time, her victories were quite close: 19 seconds over *Bang* in race one; 24 seconds over *Warspite* in race two; and 51 seconds over *Bullseye* in race three. "When you see finishes like that, you have to think the rule is starting to work," figures Dee Smith, project manager and tactician on *Glory*.

Given the ebbtide conditions (which favor little boats and aren't factored into the local version of IMS), *Morning Glory's* performance was outstanding. Plattner, a wealthy German software entrepreneur, did a nice job of steering his boat and the crew work appeared flawless. Pulling the strings were Scott Inveen, Noel Rhodes, Charles Winton, Mike Lingsch, Ronn Lowenthal, Allan Weaver, Mike Diaz, Stuart Felker, Norman Davant and Bob Billingham.

The blue beauty, which draws too much to get into the St. Francis Yacht Harbor and accordingly lives at South Beach, is currently undergoing her "5,000 mile tune-up". *Morning Glory* is a favorite to win IMS honors in the upcoming TransPac, after which she'll return for the Big Boat Series. Plattner, who has an office in Foster City, is obviously enjoying his increasingly frequent business trips to the Bay Area — in fact, he just bought a house in Portola Valley and a "Ferrari to put in the garage." "The boat says 'Kiel' on the transom, but for now her home is San Francisco," claims Dee.

Bullseye came in a distant second with a 4,5,2 record. "We should have done better," said driver Kimo Worthington, who admitted to having an off weekend. The crew, which included designer Bruce Nelson, builder Barry Carroll, and Shore sailmaker Ed Reynolds, is still getting used to their beautiful new boat. Their main competition

LATITUDE/ROB



came from *Warspite*, the year-old and much-improved Wylie 42 from Hawaii. Owner Kevin Meehan, driver Craig Healy and a hybrid Hawaiian/Bay Area crew settled for finishes of 6,2,PMS, but were actually much faster than their record indicates. They, too, are TransPac-bound; *Bullseye*'s first distance event will be the fall Cabo Race.

Phantom, Jack Clapper's stock, owner-driven J/44, tied for second, but dropped to

third on the tiebreaker. "J/44s rate really well under IMS," explains Chris Corlett, driver of fourth place finisher *Bang*. "The regatta would have been even closer if we were using '93 certificates, which USSA hasn't mailed to us yet. The latest version of the rule supposedly equates old and new boats much better."

Last year's Stone Cup winner, *High Risk*, had steadily improving 5,4,3 finishes to

finish a close fifth, a competitive performance against the newer generation of purpose-built IMS boats. *Leading Lady* and *X-Dream*, Steen Moller's new-to-him X-119, had a rough weekend. "We're going up the steep part of the learning curve," laments an *X-Dreamer*.

Meanwhile, in Division B, Bartz Schneider's veteran Express 34 *Expeditious* nipped Keith Buck's Farr 36 *Petard* by a



Scenes from the Stone Cup. The boats are nice, and some say the IMS rule is starting to work. All photos/rob.

quarter of a point. Third place went to Blake Peltier's modified Express 37 Warlock (ex-Morningstar), which has been temporarily banned from one design competition for non-compliance with class rules concerning their traveller, mainsheet system and running backstays.

Unfortunately, Division B shrank after a pair of accidents on Saturday: *Sweet Okole* withdrew from the first race after a crewman dislocated his shoulder during a jibe. They sailed the second race one person short, ending up deep, and elected not to sail on Sunday. Meanwhile, in the second, windier race on Saturday, *National Biscuit* T-boned *Jackrabbit* while trying to duck them on port tack. The crash mangled *Biscuit*'s bow pulpit,

dimpled their carbon spinny pole (which bent in half when they set the kite) and put a crack in their mast at the gooseneck. *Jackrabbit* wasn't as lucky: one of her spreaders was driven into the mast, which now apparently needs to be replaced. Each boat finished the race, but both elected to sit out Sunday after closer inspection to their rigs.

DIV. A — 1) *Morning Glory*, R/P 50, Hasso

THE RACING

Plattner/Dee Smith, 2.25 points; 2) **Bullseye**, N/M 43, Bob Garvie/Kimo Worthington, 11; 3) **Phantom**, J/44, Jack Clapper, 11; 4) **Bang**, N/M 41, Max Gordon/Chris Corlett, 12; 5) **High Risk**, Smith 43, Jim Mizell/Ted Wilson, 12; 6) **Warspite**, Wylie 42, Kevin Meechan/Craig Healy, 17; 7) **Leading Lady**, Peterson 40, Bob Klein, 20; 8) **X-Dream**, X-119, Steen Moller, 23. (8 boats)

DIV. B — 1) **Expeditious**, Express 34, Bartz Schneider, 4.5 points; 2) **Petard**, Farr 36, Keith Buck, 4.75; 3) **Warlock**, Express 37, Blake Pelletier/Mike Rettie, 9; 4) **Surefire**, Frers 36, Team Merkin, 16; 5) **National Biscuit**, Schumacher 35, Colin Case, 19; 6) **Razzberries**, Olson 34, Bruce & Lina Nesbit, 19; 7) **Jackrabbit**, I/P 40, Dave Liggett, 21; 8) **Sweet Okole**, Farr 36, Dean Treadway. (8 boats)

Elvstrom Regatta

Patrick Andreasen, at 31 years old one of the 'old grinders' on the local Laser circuit, took his fourth consecutive Elvstrom Regatta on May 8-9. The regatta, which doubled as the District 24 Laser Championships, attracted 27 Laser sailors. Other classes represented were Laser IIs, Laser Radials and Finns, who used this regatta as a qualifier for their worlds in Ireland later this summer.

Traditionally, this St. Francis YC-hosted springtime Cityfront regatta has been a survival contest. Friday's 'practice' race did nothing to diminish this reputation: it blew up to 35 against a 4 knot ebb, typical Elvstrom whiteout conditions. The Laser sailors wisely elected to stay on the beach, content to watch the Finns and windsurfers.

Saturday looked like another 'hootfest' in the making. The 11:00 race got off in medium conditions, with a 4.1-knot flood forcing the fleet to short tack up the shore. To get the most relief, the sailors had to work a small corridor about 15 boatlengths from shore, and just about everyone bumped on the sand at least once. "It was a lot of work. Some of the new guys were sure the marks was planing upwind," laughed Patrick. Richmond junior sailor Matt McQueen won that race, a double triangle sailed in a 12-knot breeze.

The wind picked up to 15 knots for the next heat, an Olympic slalom course (two laps with four reaches and one beat per lap). Martin Hartmannis was the clear winner. The third race featured the same course and conditions. Andreasen won convincingly, thanks, he said to "several overly anxious starters and an 'I' flag." In the end, everyone agreed the day wasn't up to normal Elvstrom standards — only two Laser masts broke.

Day two was a complete bust. After a postponement party on the beach, race four was attempted in a dying three knot easterly and a 3.7 knot flood. That exercise in futility was soon abandoned, and it was back to the



shore for beach party, part two. At 2:15, the regatta was mercifully called off, leaving Saturday's results to stand for the weekend. "I had mixed emotions about that — it's not how you like to win," claimed Andreasen, who hinted that he's retiring from future Elvstrom competition.

Next up on the circuit are the Laser and Laser Radial PCCs at Richmond YC on July 9-11.

LASER — 1) Patrick Andreasen, 10.75 points; 2) John Oldham, 12; 3) Martin Hartmannis, 13.75; 4) Hyde Perce, 24; 5) Jeff Wallace, 25; 6) Jon Perkins, 27; 7) Mark Butler, 28; 8) Paul Dietrich, 32; 9) Simon Bell, 33; 10) Gavin O'Hare, 35. (27 boats)

LASER II — 1) JP Cling, 4.75 points; 2) Rocky Hearn, 5.75. (5 boats)

LASER RADIAL — 1) Patrick Whitmarsh, 4.5 points; 2) Skip McCormack, 4.75; 3) Krysia Pohl, 11; 4) Maria Kuzina, 12; 5) Brian Mullen, 15. (11 boats)

FINN — 1) Will Martin, 4.75 points; 2) Mark Merrmann, 5.75; 3) Darrell Peck, 6.75. (6 boats)

Golf Handicaps

In every local racing fleet, there are a few boats that never seem to be able to sail to their ratings. Sometimes it's because their bottoms are dirty and their sails are old, sometimes it's because the design is not suited to the local conditions, and sometimes it's even because the PHRF ratings are off

No plane, no gain. Jeff Wallace leads Martin Hartmannis to the finish in the Elvstrom Regatta.

base.

But most often it's because the skipper and crew just aren't very good racers yet, due to inexperience or lack of talent. Whatever the reason, it's a credit to these tail-enders that they keep coming back, week after week, for more punishment at the hands of the more competitive racers. But sooner or later, they start to wonder if there might be a handicap system that takes these factors into account, and might actually give them a chance to finish in the money once in a while. The system used in 'The Dimpled Menace' (golf), where each player has an individual handicap number based on previous scores, is almost always brought up as the example.

Berkeley Yacht Club has decided to experiment with this kind of handicapping system for their weekly Friday Night Races. Don't worry, they still have 'real' sailing trophies for first place in each of the two classes based on the straight, unadulterated PHRF ratings. But in addition, the individual performance handicap formula (IPHF) is being used to put the slower boats back into the hunt.

The IPHF rating adjustment is computed by looking at the last race each boat finished, calculating how many extra seconds per mile it would have taken to win (maximum of 60),



KATHY ANDREASEN

and adding half of this correction to that boat's PHRF rating. Then they look at the previous race, but add only one-quarter of the time required to win. And one-eighth for the race before that, and so on. (The corrections are all adjusted downward by the average fleet correction for each race, so that on the average, the fleet ratings go down just as much as they go up.) This way, after a few races a boat that is consistently behind by X number of seconds per mile will find themselves with an X seconds per mile bonus relative to the leaders.

How is it working out? During the second race of the Friday Night season, applying the golf corrections from the previous week moved former commodore Michael Yovino-Young's Ranger 33 *Boogie Woogie* up from a close second to the top spot in the 10-boat fleet. None of the other positions changed. In the fifth race, John Drewery's Merit 25 *Doctor Who* was moved from second to first. But in races two through four, even though many of the tail-enders were moved up to mid-fleet, the top positions were for the most part unchanged under the individual 'golf' handicaps.

"Cutting off the time difference at 60 seconds per mile may have been too severe," concedes race organizer Paul Kamen, who cooked up the IPHF scheme. "It seems that when one or two boats get way ahead — which tends to happen often in a Friday Night series — then the rest of the fleet tops

out at the 60 second per mile limit, and differences between all the slower boats are lost. We need to experiment some more."

The real experiment is what effect this system will have on the racers. Will marginal racers be encouraged to show up? That's what the folks at BYC are hoping. As an added incentive, there are nice trophies for the 'golf' winners each week — complete with a tacky gold-plated plastic golfer on top!

Will some cut-throat skipper sandbag to get their rating up, then pull out all the stops to win big? Not likely, given the informal nature of Friday Night racing. But just in case, there's a special trophy ready for that eventuality. It's made of burlap and it's filled with — you guessed it — sand.

Colin Archer Race

The 17th Annual Colin Archer Memorial Race, sponsored by Encinal YC, was held on May 8. Thirty-four heavy displacement double-enders were on hand to celebrate this fun and generally low-key rite of spring. "Since this is the only race of the year for many of these traditional cruising boats, enthusiasm and rivalries ran high," noted race official Rich Pipkin.

Two different courses provided lots of

found rounding Blossom Rock Buoy during the strong flood a real challenge — several boats have the scrape marks to prove it! With 16-18 knot winds in the Bay and a fresh following breeze down the Estuary to the finish and raft-up at Encinal YC, these boats resembled anything but 'crab crushers'. In fact, several of the class winners were decided by mere seconds after sailing the 20-mile course.

It wasn't until late in the evening that the fleet heard about the tragic drowning of a crewmember on the Fisksatra 25 *Marce* during the final moments of the race (see *Letters*).

Top finishers in each class follow:

DIV A (outboard rudder under 30') — 1) *Mirage*, Norse 27, Nick Meyer/Sandi Ericksen; 2) *De Nada*, Sagitta 30, Phil & Madelyn O'Brien. (4 boats)

DIV. B (outboard rudder 30-35') — 1) *Horizon*, Aries 32, Jim Enzensperger/Robin Hobart; 2) *Mysticeti*, Westsail 32, Michael Sisson. (3 boats)

DIV. C (outboard rudder over 35') — 1) *Raven*, Ingrid 38, Duane Alexander; 2) *Rhiannon*, Ingrid 38, Anthony Rittenhouse; 3) *Bauble IV*, Ingrid 38, Stephen Spaulding. (6 boats)

DIV. D (inboard rudder under 35') — 1) *Honalee*, Herreshoff Rozinante, Dawn & Paul Miller; 2) *Helgoland*, FD/Baba 35, Hans Roeben/Sally Huse; 3) *Cursor*, Fantasia 35, Jennifer Gallear/Connie Chandler. (6 boats)

DIV. E (inboard rudder 35-40') — 1) *Music*,



COURTESY ENCINAL YC

Nothing could be finer than to be on 'Carolina' in the Colin Archer Race. Or could it?

close reaching between Quarry Point and Blossom Rock for the six divisions. Like their hardcore racing counterparts, these cruisers

Union 36, Michael Ransom; 2) *Answer*, Tayana 37, Jim Hennessey; 3) *Happy Trails*, Valiant 40, David Bennett; 4) *Akaroa*, Union 36, Roberta Riggs; 5) *Afroessa*, HC 38 Mk. II, Dan Erb. (12 boats)

DIV. F (inboard rudder over 40') — 1) *Benjamin Walters*, HC 43, Lee Stimmel. (2 boats)

THE RACING

West Marine/NCYSA Fun Regatta

Following are the results of the first Northern California Youth Sailing Association (NCYSA) regatta/symposium of the '93 season. It was held at Monterey Peninsula YC on May 22-23, and generously sponsored by West Marine Products. See related story on page 89.

LASER A — 1) Matt McQueen, 20 points; 2) Skip McCormack, 24.5; 3) Paul Allen, 24.75; 4) Annelise Moore, 29.75; 5) Rowan Fennell, 30. (13 boats)

LASER B — 1) Paul Jensen, 9.75 points; 2) Kevin Mullen, 21.75; 3) Melissa Carlon, 29; 4) 'Sizulek', 29.75; 5) Theresa Carroll, 35. (12 boats)

LASER II — 1) B. Harrill/B. Richards, 6 points; 2) Unknown/D. Chatham, 19; 3) M. Bran/C. Sanford, 21.75. (7 boats)

EL TORO A — 1) Dana Jones, 14 points; 2) Jason Martin, 27; 3) Nick Nash, 37; 4) Paul Saitta, 44; 5) Amy Harris, 45. (11 boats)

EL TORO B — 1) Patrick Diola, 25 points; 2) Andy Anderlini, 26; 3) Sean Robertson, 28; 4) Dawson Klemp, 39; 5) Maia Crowell, 52. (10 boats)

MOST IMPROVED — Thersa Carroll (Laser); Amanda Rettenger/Erin Zyderzett (Laser II); Paul Saitta (El Toro A); Dawson Klemp (El Toro B).

BEST ATTITUDE — Brett Hemus (Laser); Shauna Petree/Susana Brown (Laser II); Patrick Brown (El Toro A); Coco Michele (El Toro B).

TOP WOMEN — Annelise Moore (Laser A); Mel-



I-14/505 Regatta

The Cityfront was crawling with International 14s and 505s on May 1-2. The occasion was the St. Francis YC-hosted 505 Pacific Coast Championships, with a concurrent sideshow provided by the I-14 class.

HDA competition makes for strange bedfellows: the B-25 'Zilla' and 'Credit', a 38-foot Farallone Clipper, rate almost identically.

I-14 — 1) #169, Tom Wondolleck/Mike Jankowski, 11 points; 2) #1000, Alan Laflin/Brian Ebert, 11.75; 3) **Carbon Copy**, Keith Stahnke/Karl Baldouf, 14.5; 4) **Mac The Boat**, David Klipfel/Gary Gremeaux, 21. (8 boats)

505 — 1) **Surf City Flyer**, Jeff Miller/Bruce



'White Jacket' has dominated the Etchells fleet so far this spring. See 'Race Notes'.

issa Carlon (Laser B); E. Madison (Laser II); Amy Harris (El Toro A); El Toro B (Maia Crowell); Shauna Petree/Susana Brown (best team).

Class stalwarts Jeff Miller and Bruce Heckman triumphed handily over a good regional 505 fleet in a variety of conditions. Tom Wondolleck (one of three 'Wondos' sailing in the regatta) and Mike Jankowski narrowly took the I-14s.

TIPS FROM THE TOP:

You hear it everywhere: This is the 'information age'. And what could be more information-oriented than electronics — specifically marine electronics? Information about velocity, range, position, depth, you name it... All are important whether you're racing or cruising. But how good is the information you're getting?

From a basic knotmeter and depth-sounder on an Express 27 to a fully integrated state of the art system on an IMS 50-footer, instruments give you information to make decision-making easier and faster. The more informed you are, the faster your decisions are made — leaving more time devoted to sailing the boat faster.

Instrument calibration is the single most important and most overlooked feature of your electronics. The saying, "garbage in, garbage out" couldn't be more true.

Consider the E-27 with just the basics, a knotmeter and depth-sounder. How many Vallejo Races have gone by since the speedo was calibrated? How many times has the

ERIC SIMONSEN



LATITUDE/ROB

Heckman, 11.5 points; 2) #8013, Mike Punnett/Scott Ikle, 20.5; 3) Wowie, Howard Hamlin/Don Smith, 22.75; 4) Space Man Spiff, Bruce Edwards/David Shelton, 24.75; 5) #8017, Tom Poore/Stuart Park, 26; 6) Still Fairly Stiff, Jim Wondolleck/Jay Kunch, 28.75; 7) Senior Citizens, Patrick Andreasen/Meade Hopkins, 34; 8) Bob's Boat, Jim Maloney/Bob Wondolleck, 53; 9) Punishment Pony, Bryan Largay/Matthew Sanders, 55; 10) #7039, Robin Brown/Dave Thomas, 59. (22 boats)

CALIBRATE YOUR

question been asked, "When the depth reads 6 feet, is that from the transducer or below the keel, or..." Oooops, too late!

Following are the common items that require calibration attention. Some instrument systems may not have every calibration feature and some instruments use internal software which is not user-adjustable.

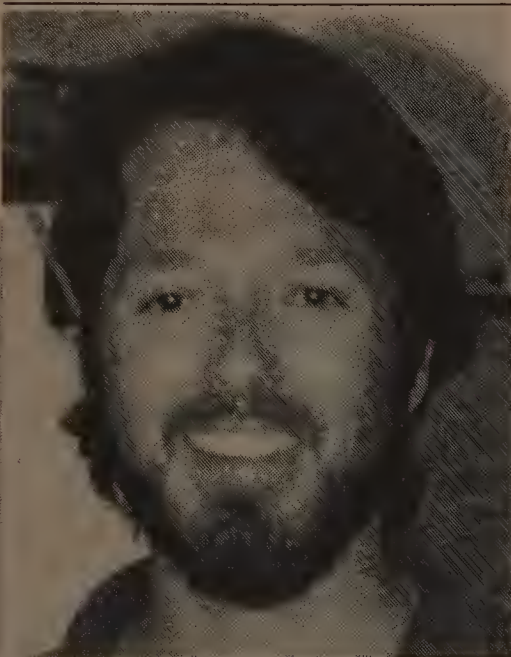
Knotmeter. The most basic and overlooked item. You use your knotmeter to obtain target boatspeeds (i.e. "we should do 5.2s and 5.3s upwind"). Boatspeed is also the building block integrated systems use to calculate functions like true windspeed. An active race boat should have its knotmeter calibrated every 6 to 8 weeks. Really. Boatspeed paddlewheels need cleaning often and should be replaced every few years.

Remember the old equation "Distance = Speed x Time"? Any known distance over $\frac{3}{4}$ mile will work. However, the measured miles in Alameda and Richmond make the calculation easy. Slack tide and a calm day are

Race Notes

Odds and ends: Bonnie Gibson of Costa Mesa has entered the Cal 40 *Antares* in the IMS division of the upcoming **TransPac**. She'll be taking an all-women crew!... Cal defeated Stanford in their annual **Match Race Series** for the Nautical Axe. Darren Sutherland and an 8-person crew sailed the J/29 *In the Bagg* to a 3-0 record against sistership *Audacious*, which was recently donated to Stanford (and is apparently in dire need of new sails!)... *Marishanna*, Dave Dwoskin's Wylie 38, won "Boat of the Regatta" honors at the **Yachting Cup**, sailed May 1-2 off Point Loma. A total of 123 boats and over 1,000 sailors competed in 11 divisions. Bob Garvie's new N/M 43 **Bullseye** won the Ton Cup (and Citizen watches for the entire crew) over 40 boats on the Friday before the main regatta.

Speed freaks: 36-year-old French boardhead **Thierry Bielak** topped his own outright world speed record on April 24 at the French Trench. He hit 45.34 knots (52.17 mph) in 40 knots of breeze. Wow!!



MITCH PERKINS

When not installing and servicing marine electronics, Eric Steinberg can be found crewing on the J/35 *'Il Pellicano'*.

best. Run the course three times, and average the numbers you get.

Depthsounder. Easy to calibrate and it's almost never done!! Race boats should calibrate depth to read depth below the keel. This makes life easy for you by eliminating the need to do subtraction in your head.

Apparent wind angle. Another building block for calculations. You want the AWA to be correct on all points of sail with 90°

... As we go to press, the 184-foot British schooner **Adix** is on pace to break the longstanding transatlantic schooner record of 12 days, 4 hours, set by the *Atlantic* in 1905.

... Bruno Peyron's **Commodore Explorer** recently circumnavigated the globe in the record-breaking time of 79 days, 6 hours and 15 minutes. They beat Phileas Fogg's mythical 80 day benchmark in the process—but you knew that already, right?

Where the elite meet: San Francisco YC's **Elite Keel Regatta** on May 15-16 featured great racing for three of the most competitive classes on the Bay. Top finishers of the four-race series follow: **11:Metre** — 1) *Ronstan*, Alistair Murray, 4.25 points; 2) *Team KVH*, John Sweeney/Chris Watson, 7.75 (4 boats); **Etchells** — 1) *White Jacket*, John Sutak/Don Jesberg, 8.5 points; 2) *Secret Weapon*, Phil, John & Chris Perkins, 8.75; 3) *Mr. Natural*, Bill Barton, 16. (15 boats); **Star** — 1) *Duraflame*, John Kosteki, 7.25 points. (6 boats)

Surf's up, hopefully: As this issue hits the docks, about 20 or 25 boats should just be popping kites in the tenth running of the **Santa Cruz-Santa Barbara Race**. According to race chairman Keith MacBeth, there were 18 paid-up entries in mid-May for the 215-mile sprint: *Mongoose* and *Mirage* (both SC 70s), *Allure* (SC 50) *Fenella* (Hunter 42), *Antara* (Cal 40), two SC 40s (*Promotion*, *Magic Touch*), *Absolute 88* (Wylie 37), *Hazardous Waste* (Ross 930), *Prince Charming* (custom), *Special Edition*

INSTRUMENTS!

exactly abeam, 180° dead aft and 0° on the bow. The best way to achieve this is by sailing upwind with crew and using the proper headsail for the conditions. Sail the boat in a comfortable groove—not too high and not too low—and note the AWA. Make changes if the readings aren't equal. If you don't have a digital readout for your AWA, this process is less meaningful.

Apparent windspeed. AWS is factory preset for most systems. However, since this is also a building block for higher functions, it is worth checking your manual for any calibration the manufacturer recommends.

Electronic Compass. To generalize, there are two kinds of compasses: the familiar 'wet' kind and the newer electronic ones. To calibrate the former (or take care of other problems like air bubbles), it's probably best to hire a professional. Sure, you can try to adjust your compasses yourself (using the adjusting screws and little magnets), but unless you've done a lot of this sort of thing, well, it's 'voodoo science'

THE RACING

(Wilderness 30), *Tsirir* (Olson 29), *Excalibur* and *Cruzin* (SC 27s), two Express 27s (*Peaches*, *Curses*), and two Moore 24s (*Presto*, *Runnin' Free*). "We're still expecting half a dozen more boats," noted MacBeth. "We're also expecting some wind this year — it couldn't be light for a fourth year in a row!"

Speaking of coastal races, the **Encinal-Santa Barbara Race** on July 3 has 20 entries and expects many more before their June 26 cut-off date. "The multihulls and Express 37s have indicated an interest in having their own class in our race," claimed EYC's Shirley Temming. Peter Hogg's Antrim 40 *Aotea*, entered in this race now that the **Multihull TransPac** has been deep-sixed due to lack of interest, is a sure bet for first-to-finish honors. If the weather cooperates, Hogg's spartan trimaran should do the 285-mile run in about 24 hours. Meanwhile, Metropolitan YC's 360-mile **Catalina Race** on July 4 has attracted 10 boats to date. "We'll accept entries up 'til July 3," says MYCO's Jim Shapter. "Call me at (510) 763-3214 if you have any questions."

Buddy's brainstorm: **Melges 24s** are catching on around the country, with some 45 sold now, including 8 in Southern California. They recently enjoyed one design class status at the Yachting Cup in San Diego and the IBM/Sailing World NOOD Regatta in Los Angeles, and have also been winning handicap races at a PHRF rating of between 102 and 108. According to **Jim Ziebell**, the



Clear Lake 'scow king' and now NorCal Melges 24 dealer, one of the many great features of these lightweight rocketships is their ease of trailering: the bulb keel comes up into the boat, so it rides low behind the tow vehicle. Ziebell will be hitting the road this summer, showcasing his Melges 24 Car-

The Melges 24 'Carbonated', third place finisher in this year's Konocti Cup.

bonated at Whiskeytown on Memorial Day Weekend, the Ditch Run (Richmond YC and Stockton SC) in mid-June, and Tahoe for the races in early July. "Call me at (707) 277-SAIL for an information packet or to arrange a test sail," says Ziebell.

Grand prix news: Does anyone else get the feeling the America's Cup may be stolen away by Australia in 1995? The **One Australia Challenge**, headed by national hero John Bertrand, has hired San Diego's hot Reichel/Pugh Yacht Design to create their boat and American-turned-Kiwi Rod Davis to help out in the afterguard. Reichel/Pugh joined the foreign effort "in the absence of any indication of significant interest from groups organized to defend the America's Cup". . . 15th-ranked Thierry Peponnet of France won the **Royal Lymington Cup** in mid-May, defeating the cream of the world match racing crop. Homeboy Eddie Warden Owen was second. . . The **British Steel Challenge**, the amateur upwind race around the world, is ending on a sad note: Bill Vincent, a crewmember on *Heath Insured*, was lost overboard on the final leg from Cape Town to Southampton.

Etchells update: With about 40% of the season already over, **Don Jesberg**, sailing *White Jacket*, has amassed a large lead in the '93 Etchells championship series. Sailing with boat owner John Sutak and Ken Keefe, Jesberg has yet to finish worse than fourth in

TIPS, CONT'D: CALIBRATION

at best.

Electronic compasses in an integrated system must be calibrated. Almost all the electronic compasses on the market use "fluxgate" technology. Newer models have automatic calibration routines built into the software that require you to turn the boat through a slow circle or two — to do the job of the traditional compass adjuster. Older models of electronic compasses are best calibrated, just like 'wet' compasses, by a professional.

Second, the heading alignment must be adjusted to the lubberline of the boat. This can be done by measuring the bearing of two fixed marks (no floating buoys please) off a chart and then aiming the boat down the range and swiveling the compass as needed to read the correct numbers. Consult your manual, as some compasses can be adjusted from a system keyboard.

Put a crescent wrench next to a regular wet compass, and you will see the compass card spin and go crazy. An electronic compass is no different. Care should be taken

when installing the compass and when stowing gear down below.

Heel Angle & Trim. Some integrated systems incorporate a sensor for heel angle and fore/aft trim. Both sensors should be adjusted to 0 degrees on a calm day with the boat sitting on her lines. This is done manually or through a keypad. Consult your system manual for specifics.

All of the items listed produce raw data that may be used to calculate "higher" functions like true windspeed, magnetic wind direction, opposite tack/gybe headings and polar boatspeed, to name just a few. Whether the calculations take place in a 486 Turbo Wizbang or in your head, the raw data must be accurate — and that means regular instrument calibration. With good consistent information, your electronics can help you get an edge on the competition. Happy racing!

eric steinberg
farallon electronics



LATITUDE/ROB

a race. Arbitrarily counting the best 10 of 13 races, this year's 16-boat fleet currently shapes up like this: 1) Sutak/Jesberg, 12.5 points; 2) Perkins Brothers, 23.5; 3) Bill Barton, 30.25; 4) Ken Munro, 42.75; 5) Hank Easom, 52.75; 6) John Dreyfous, 74; 7) John Ravizza, 81; 8) Bob Park, 85; 9) Kers Clausen, 87; 10) Jeff Nehms, 94. "It's a long season," warns Bill Barton. "Anything can happen still."

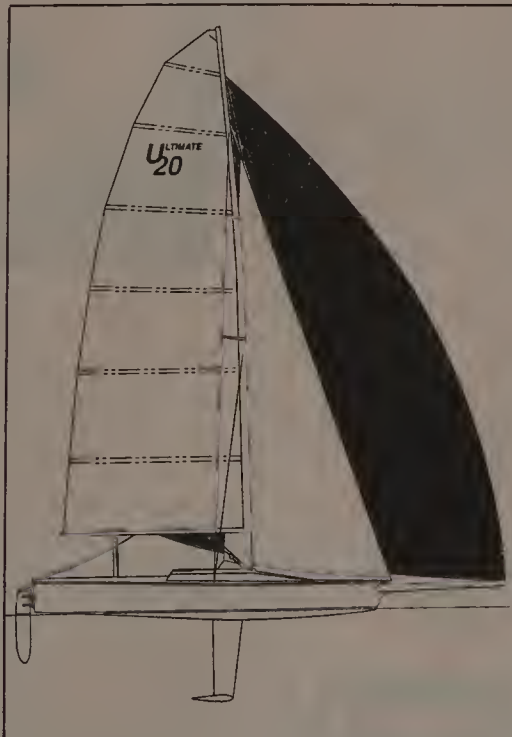
Launchings: Ron Moore has begun production of the **Ultimate 20**, a souped-up evolution of the Hotfoot 20 design. It weighs just 1,000 pounds, has a 5-foot deep bulb keel, and sports an asymmetrical kite on a retractable bowsprit. Racks are optional. The three-man boat is available 'full-up' for slightly under 20 grand. The prototype has been around since 1986: "Buddy Melges sailed it back then and was quite impressed," said project manager **Jeff Canepa**. "We like to think it inspired the Melges 24s."

Meanwhile, the R/P IMS 70 **Windquest** was recently shipped from builder McConaghy Boats in Sydney to owner Rich DeVos of Holland, Michigan. According to boat manager **John Bertrand**, the 50,500-pound beauty "will go upwind like a maxi-boat and downwind like a West Coast sled." She'll have competition from the two Alan Andrews Estonian-built 70s, **Trader** and **Renegade**. Their first big shoot-out will be the 333-mile Chicago-Mackinac Race on July 17.

War ponies: Suddenly, **quarter tonners** are back in vogue. Tiburon YC hosted the

first race of their revived circuit on May 8, with eight boats showing up for the light air contest. **War Pig**, Micheal Egan's Vallejo-based Kaufman 24, won followed by **Fun** and **War II**. Other boats in attendance at this historic reunion were **Fury**, **Blue Chip**, **Navigator**, **Hippo** and **Nobody Famous**. Next on their ambitious 12-race schedule is another TYC race on June 19-20. Call Roger Peter at 751-7604 to get in on the fun. While we're on the subject, **Magic Bus** was recently bought by Chuck Cross of Berkeley. . . whatever happened to **Tequila Sunrise**, **Spread Eagle**, **Silver Bullet** and all the other quarter pounders?

Happy days: Tony Pohl recently sold his successful Olson 30 **Bottom Line** to Juan Tellez, former mainsheet trimmer on WYS/WYG. . . Doug Taylor, who owns the skating rink in Waikiki, recently bought a J/80 to be named **Ice Pick** — a great name for a boat with a retractable bowsprit! The new hotrod, which can be testsailed at the StFYC during the 'Ex-Volvo' Regatta, will be in the Bay Area for several months. . . The first **Antrim 30**, a sexy-looking high-performance trimaran currently going into production in Alameda, is scheduled for a July 2 launch at the Encinal YC. Dan Buhler, a Piedmont emergency room doctor, is the



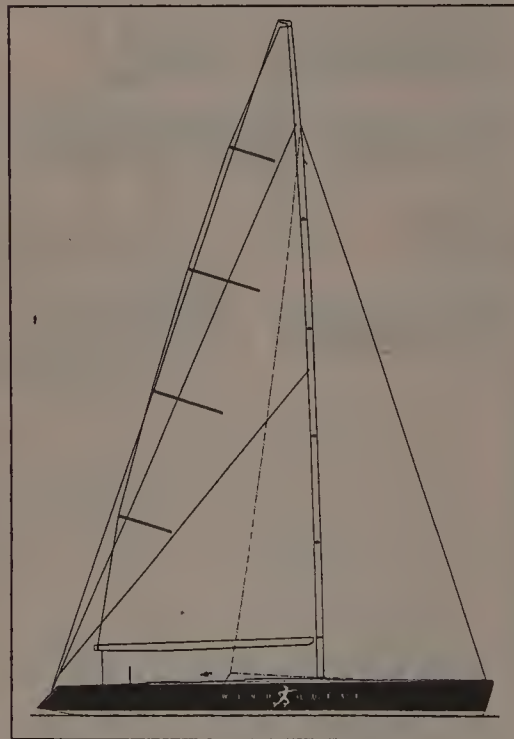
lucky owner. . . Neil Weintraut, Rod Cook and Dave Willke have all ordered new **J/24s**. Don Trask reports that he's sold 10 more J/24s to Mexico in the last few month.

PHRF box scores: With apologies to the Vallejo Parade, the **first 'real' race of the**

HDA season occurred on May 15. Island YC hosted 49 boats (up from 41 last year) to a moderately windy, sunny Cityfront race, with the following results: Div. H — 1) Coyote; 2) **Infra Red**. (7 boats); Div. J — 1) **Meltemi Too**; 2) **Harp**. (11 boats); Div. K — 1) **Fast Forward**; 2) **Esprit Victorieux**. (10 boats); Div. L — 1) **Antares**; 2) **Crinan**. (11 boats); Div. M — 1) **Hippo**; 2) **Dulcinea**. (10 boats).

End of an era: The U.S. won't be fielding an **Admiral's Cup** team this August, but the Bay Area will nonetheless be represented in a peripheral way. **Bravura**, lrv Loube's hot Farr Two Tonner, is currently en route to Europe, where she has been chartered by the Corum-sponsored French team. "If I get a decent offer (for **Bravura**) over there, sure I'd sell," said Loube. "If not, we'll upgrade her and sail in next summer's Kenwood Cup. I'm really disappointed that the U.S. didn't put together an Admiral's Cup team this time — no one really even tried."

Remember the name: On May 8-9, the Point Loma (San Diego) High School Sailing Team won the **64th Mallory Trophy**, the national championship of interscholastic sailing. The team, coached by former Sausalito resident **Casey Woodrum** and led by skippers **Bill Hardesty** and Walt Allman,



Take your pick: Left, the new Ultimate 20. Above, the new R/P IMS 70 'Windquest'.

bested 19 other schools from around the country at the Newport Harbor YC-hosted FJ regatta. Point Loma, which has enjoyed great support from the San Diego YC, will advance to the Fastnet International Schools Regatta in Schull, Ireland, in July, where

RACING SHEET

they'll be the only American team among 75 entries. Eighteen-year-old Hardesty, quite possibly the most talented junior sailor in the country, will attend Old Dominion College in the fall.

Collegiate update: Jeff Olson and **Morgan Larson** powered the University of Hawaii Sailing Team to the top spot in the **Collegiate Dinghy PCCs** on May 1-2 at USC. Irvine was second in the 11-school field, followed by Berkeley, USC and Stanford. The top two teams advanced to the Nationals on May 31-June 2 at St. Marys College in Maryland. **Stanford** took both the other championships by big margins: on April 24-25, they won the Womens PCCs at Encinal YC, and then won the Team Racing PCCs at USC on April 30.

Sailing for the Cardinal in the women's regatta were freshman skipper **Gretchen Uznis** and crew Britt Johnson, and Haley King with Kathy Akers. Seven teams competed; the top three (Stanford, Santa Cruz, Santa Barbara) advanced to the Women Nationals, also at St. Marys but on May 27-29. Skippers and crews in the team racing event were Scott Sellers/Britt Johnson, John Emory/Katherine Chen and Charles Meade/



University of Hawaii's Morgan Larson flashing an all-American grin.

Mary Kussmaul. Stanford and second place finisher Hawaii earned berths in the finals at Old Dominion on June 4-6. "This was the strongest group of sailors the West Coast has fielded in years," said **Blake Middleton**. "We've seen incredible depth and talent

lately. Most of it's returning next year, especially at Berkeley and Stanford."

Middleton, incidentally, is stepping down as Stanford sailing coach next year (he'll stay on as Director of Sailing). "I'm burned out," admitted Blake. "Also, I've heard about these things called 'weekends'!"

Briefly noted: Mark Heer won the StFYC-hosted **Knarr Match Racing Series** for the third year in a row on May 1. Sailing his Sugar with wife Louisa and Pam Healy, Heer defeated a 16-boat field. . . Vince Brun dominated the **J/24 Nationals** at Cal YC (Marina del Rey) on May 1-2. . . **Rocket 88**, Serge Pond's custom 36-footer, won the **Third Annual Oyster Point Multihull Regatta** on May 15, topping 10 other boats in the three-race series. Ray Well's F-27 Wingit was second; Aotea was third despite crewmember Jim Antrim breaking his wrist.

First call: the **30th Annual Big Boat Series** is scheduled for September 23-26. Scheduled classes are the SC 50s, J/35s, Express 37s, J/105s and probably two classes of 'modified' IMS. There may even be a class for Swans if there's enough interest. Call Steve Taft at (510) 522-5373 to learn more about this year's 'intimate' series.

MARION SAILS LEAVE NOTHING TO CHANCE



Seems that everyone is making claims about how their high tech sailcloth is better, and how their design is right for you

Separate fact from fiction. Talk with the experts at Marion about your individual sail requirements. Ask them why they recommend a certain sailcloth, or sail shape or size. The fact is that your sail may not fit into a pre-determined design formula.

At Marion, we take a personalized approach to sail design. Your boat, your sailing style, and your goals are part of our design process. Our technical expertise and dedication to quality insure that you get the sails you want.

**Don't take chances:
Join the Marion Winners!**

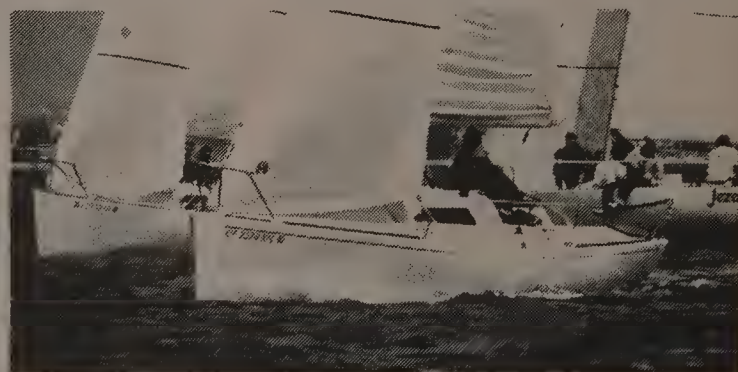
**Sails by Marion
(510) 523-9411**

Sails, Recuts, Repairs

Fax: (510) 523-9433



Mail to: P.O. Box 4014-281, Alameda, CA 94501
Loft: Alameda Marina, 2035 Clement Ave., Alameda



B²⁵ THE CLASS OF THE 90's

The B²⁵ is the ultimate offshore one-design. Its outstanding record marks it as the fastest production 25 footer in the country. Yet its retractable keel makes it ramp launchable and trailerable so you can race or cruise wherever you want.

Many have asked how this boat can be so fast and versatile. The answer is quality in design, construction and equipment. First, Leif Bailey created a superb design. Then we build it with the best materials available. Finally, each B²⁵ is equipped with top quality gear, including Harken hardware, Ballenger spars, and Lewmar winches.

The record is clear, the B²⁵ is the winningest boat of its type in the country:

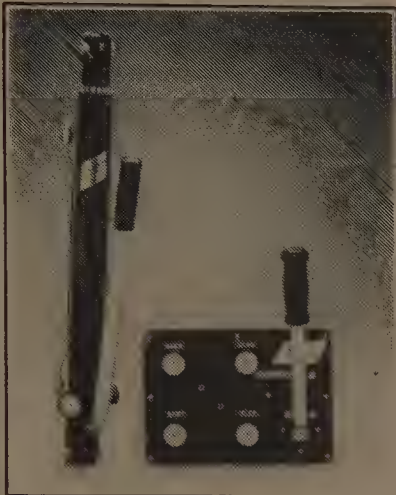
FIRST: 1992 Key West Race Week (FL)
FIRST: 1992 Trimble-North Race Week (CA)
FIRST: 1992 SCYA PHRF Championship (CA)
FIRST: 1992 SAIL PHRF Championship (CO)
FIRST: 1992 BYC Fall Regatta (MA)
FIRST: 1993 Gulf Ocean Racing Circuit (MS)
FIRST: 1993 Puget Sound Spring Regatta (WA)
FIRST: 1993 L.A. to Newport Race (CA)
FIRST: 1993 Conocti Cup (CA)
FIRST: 1993 Mandeville Race (LA)

Bboats, Inc.

359 Sheridan Street, Corona, CA 91720

(909) 279-0781

(714) 631-8313 FAX



Liquid Leverage

with

SAILTEC Hydraulics

Simply the best value
and performance
available.

GREAT VALUE, A "BEST BUY"

SAILTEC Hydraulics: Choice of integral adjuster or panel system offers simple, safe and reliable backstay and vang tension.

SAILTEC, as a manufacturer, strives to provide excellence in QUALITY and SERVICE. High quality hydraulic products, at a reasonable price, will enhance our customers' sailing experience for many years.

Customer Service and Satisfaction are important to us. After business hours calls and faxes are responded to in a timely fashion. International inquiries are welcome.

Please write, call or fax ANYTIME.

SAILTEC

Dealer
Inquiries
Invited

1712 Graber Street • Oshkosh, WI 54901 • Ph/Fax 414-233-4242

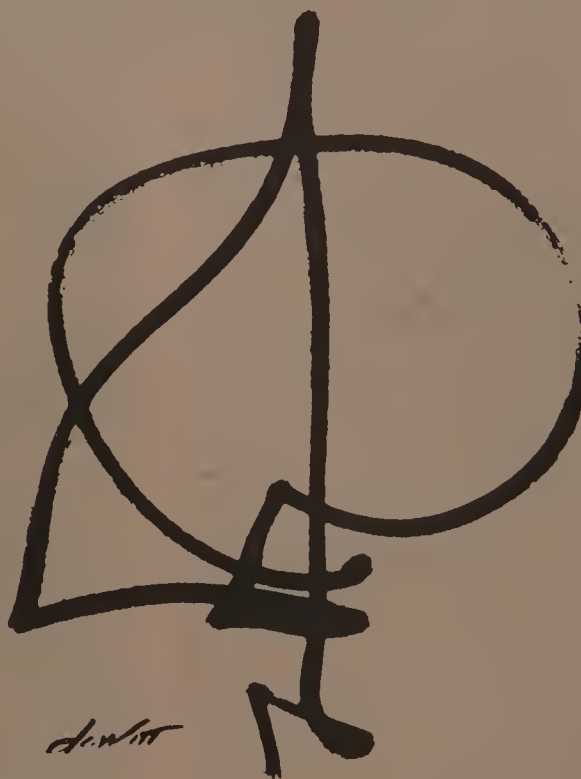
Come to the party.

The Bay View Boat Club and the
Islander Bahama Fleet invite all

'60s vintage

Fiberglass Sailboats

to the 9th annual



PLASTIC CLASSIC

REGATTA

and

Concours d'Elegance

Saturday,

July 17th, 1993

at the Bay View Boat Club and the Waters off Pier 54

Trophies to the prettiest boat and the fastest.

10 am till dark...race begins at 1pm

For more information call

(415)243-0426 or (415)495-9500

Bay View Boat Club

489 China Basin St., San Francisco, CA 94107

The MPC Boaters Directory

Available at these and other
fine marine stores:

Arm Chair Sailors
42 Caledonia
Sausalito, Ca.415/332-7505

Braakwater Cove Marina
32 Cannery Row
Montarey, Ca. 93940408/373-7857

Delta Yacht Care & Chandlery
6651 Embarcadero
Stockton, Ca. 95219209/952-5535

Pasaaga Yachta
1220 Brickyard Cove Rd.
Pt. Richmond, Ca. 94801510/236-2633

Peninsula Marine
639 Bar Island
Redwood City, Ca. 94063415/366-2636

Pier 39 Marina
Pier 39
San Francisco, Ca. 94133415/981-1796

Railmakers
1924 Willow St.
Alameda, Ca. 94501510/521-8966

Scandinavian Marina
3310 Powell St.
Emeryville, Ca. 94608800/548-8659

San Leandro Marina
40 San Leandro Marina Blvd.
San Leandro, Ca., 94577510/357-7447



Sailing Connection
1220 Brickyard Cove Rd.
Pt. Richmond, Ca. 94801510/236-2633

Stephens Marine
4950 W. Brookside Rd.
Stockton, Ca. 95219209/951-4144

Tahoe Keya Marina
2435 Venice Dr. East
S. Lake Tahoe, Ca. 96150916/541-2155

Village West
6649 Embarcadero Dr.
Stockton, Ca. 95219209/951-1551

Voyager Marine
1296 State St.
Alviso, Ca. 95002408/263-7633

Vee Jay Marine Services
6 Bayside Dr.
Pittsburg, Ca. 94565510/432-9244

Yacht Masters
1 Harbor Way
Vallejo, Ca. 94590707/554-2813

Look for this free publication in Marine stores
everywhere or send \$3.95 for shipping and handling to:
325 N. Newport Blvd., Newport Beach, Ca. 92663

1-800-76-YACHT

For Advertising information and deadlines call 1-800-769-2248

BOATERS DIRECTORY MARKET AREAS

So. California	Great Lakes (East)	New York
No. California	Great Lakes (West)	Chesapeake Bay
West Florida	Pacific Northwest	New Jersey
East Florida	No. & So. Carolina	Texas

1993 Marine Publication Company

CHANGES

With reports this month from **Boozwater** partying their way across the Pacific; a look back at the **Europa '92 Round the World Rally**; cruising from San Francisco to **Yucatan**; the further adventures of **Dick and B.J. Deaver**; observations on cruising **Mexico**; the Corenman's up-to-the-minute report on the **Marquesas** and the **Tuamotus**; and the usual plethora of **cruise notes** at the end.

Boozwater — Whiting 47 Michael & Tory Balfe Reverse Milk Run (Auckland, New Zealand)

Most skippers have a policy regarding the consumption of alcoholic beverages during an ocean passage. On some boats, for example, the consumption of alcoholic beverages is not permitted. On more relaxed boats, a beer or two, or perhaps one sundowner, are allowed each day. And then there is the aptly named *Boozwater*. Owners Michael and Tory have, for want of a better description, an 'open bottle' policy. You drink as much as you want.

As much as you want on *Boozwater* is a veritable ocean of alcohol. When the couple and two friends were about to depart Honolulu for Vancouver last May, they were so delighted to find their hometown favorite — Steinlager — available in the Islands that they stocked up with 720 bottles. The three drinking crew — the fourth was pregnant and abstained — polished off every single bottle during the 18-day passage. In case you don't have a calculator handy, that

finished off a case of red wine and six bottles of vodka.

You'd assume that all this drinking would result in a sluggish passage, but that wasn't the case at all. *Boozwater* left Honolulu at the same time as several other cruising boats and thrashed them. "We just hoisted a big jenny, strapped her in tight, and slammed into it," explains Michael. "It was rough going to weather like that, but a couple of days of it never killed anyone, did it? I reckon the others didn't carry enough sail and reached off more than we did."

The amazing thing is that the Balfes had only been sailing 10 times — and never for more than six hours — prior to leaving New Zealand several months before. "I did take a navigation course," allows Tory, "but the GPS works so well I'm can't remember where I stowed the sextant."

Upon leaving New Zealand, the Balfes stopped at Minerva Reef, Tonga and Fiji before reaching Hawaii.

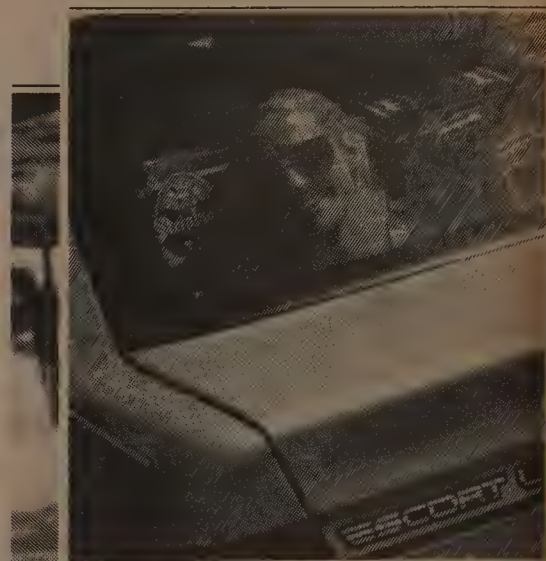
Given the amount of partying the 40-year old couple enjoys, it's hardly surprising they've gotten into a wee bit of trouble once or twice. Although invited to stay at the Royal Vancouver YC by a member who had cruised with them, the club inexplicably wouldn't give them a key to the gate that led to their boat. So one night, after a typical evening of partying in town with friends, they returned to find the gate locked.

"I did what any reasonable person would do under the circumstances," says Michael, a brawny guy with a hearty laugh. "I climbed over it." But when a guard spotted them, they were reprimanded.

"Such behavior might be appropriate in New Zealand," a stuffy club official lectured them, "but I can assure you it's not appropriate behavior in Canada."

"I felt like I was back in kindergarten and being scolded by the teacher again," mocks an obviously unimpressed Tory. As petite as Michael is big, she possesses a rapacious wit.

Other than the stuffed shirt attitudes at the Royal Vancouver, the Balfes thought the Pacific Northwest was a terrific area to cruise. But nothing like San Francisco. "Whoa," hollers Michael, "I reckon that San Francisco must be one of the great party towns in the whole world!"



With so much beer in the rent-a-car, there hardly room for Tory's head.



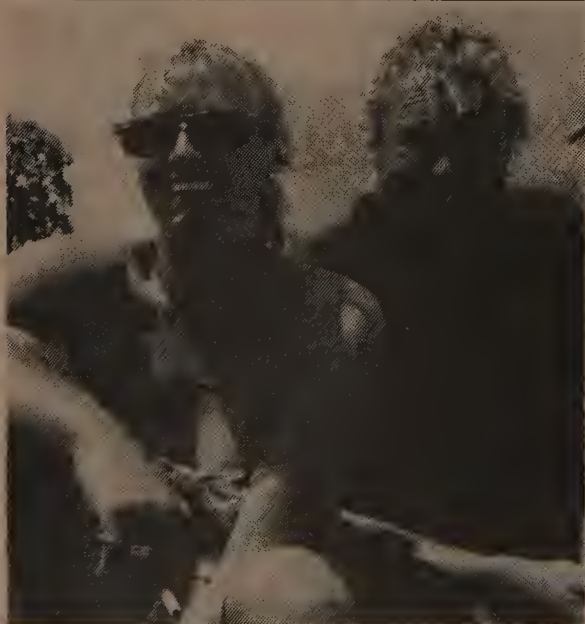
While they enjoyed the bridges, cable cars, hills and strolls through the Castro District, their main stomping ground was the Chestnut Street Bar & Grill. One reason for the choice is that it was so convenient to the St. Francis and Golden Gate yacht clubs.

"You've never seen two such hospitable clubs," says Michael in a rare serious moment. The people at the St. Francis made us feel so welcome that you couldn't believe it. Even when we weren't staying there, they'd hold our mail for us and provide us with towels so we could take showers every night."

"And the people at the Golden Gate — especially Karen McManus — were as good if not better," Michael continues. "We were there when they were rebuilding the clubhouse, so they had free berths available. They let us stay there for free for six weeks. What great people! San Francisco is certainly one place we'll be returning to."

Like all cruisers, the Balfes have had a few minor bouts of crew trouble.

"We had a couple of Kiwis with us in



THE WANDERETTE

Kiwis Tory and Michael, having had a great time partying across the Pacific, have set their sights on the Caribbean and Atlantic.

comes out to 240 bottles per person or more than 13 bottles per person a day.

And that was just the beer! The trio also



BOTH PHOTOS COURTESY BOOZEWATER

Seven-hundred-twenty bottles of beer on the boat, seven-hundred-twenty bottles of beer on the boat, take one down, pass it around...

Catalina, where the Harbor Patrol puts red dye in your toilets so you won't pee or poop in the harbor," explains Tory. "We had partied pretty hard that night, so by morning the guys' bladders were about to burst. Knowing they couldn't pee in the toilets, they peed off the bow — in full view of everyone! And to think that I, a woman, had been climbing atop the galley all night so I could pee in the sink and thus keep us from getting caught!

"It was actually pretty funny," Michael says. "A Harbor Patrol guy came running over and told us we could be fined \$500. 'If it wasn't so rough out there,' he said pointing to the Catalina Channel, 'we'd kick you out of here right now.' I looked out into the channel and it was blowing about 20 knots," Michael roars, "a lovely sailing breeze!"

The Balfes didn't particularly care for San Diego and found the anchorages of Mexico too crowded for their liking. They did,

however, fall in love with Panama.

"We pulled in planning to stay for three days and we've been here three weeks," Michael told us at the Panama YC in Colon. "The Balboa YC was a riot, because all the Panamanian girls dress up like hookers and try to attract the attention of G.I.s — there are about 45,000 in Panama — in the hopes they'll be brought back to the United States. The parties in that place are unbelievable!"

Which is not to say the Balfes were enamored with the Balboa YC. "It's easily the most expensive place for what you get

it's run like a nightclub. Perhaps their feelings were colored by the fact a guy working on a nearby powerboat started it in gear and slammed into *Boozewater*.

The Balfes' feelings about Panama only blossomed after meeting Jason Critidis, owner of the Islamorda Chart Shop. "Critidis introduced us to all the Zonians," says Tory. Zonians are the Americans who work on the Panama Canal. "What a great bunch of fun loving people!" Several nights the Balfes rented a car and drove all the way from the Atlantic side of Panama to the Pacific side to party with Zonians. They never knew where they were going to stay, but it obviously wasn't going to be a problem.

Having been cruising for exactly one year, the Balfes were planning on heading to the San Blas Islands and then Trinidad where they'd leave their boat for a few months so they could return to New Zealand to visit friends — and perhaps return their snow skis. This is the first cruising couple we've known to have brought their snow skis with them!

After returning to their boat in late 1993, they'll cruise the Caribbean, do Antigua Sailing Week 1994, then hop across the pond to Europe.

Their favorite spots to date: Minerva Reef, Tonga and Panama.

Best advice? Michael: "Buy all the cheap piss you can." Tory: "Eat, drink and be merry — but don't forget to party!"

May God save their livers!

— latitude 38 5/93

Rally Round The World

Kite — Stevens 47

Dick & Lona Wilson

(Modesto)

Given the proliferation of proposed long distance cruising rallies, it was with great

Pacific Ocean Factoids

The Pacific Ocean is the largest geographical feature of the planet, covering one-third of the earth's surface and a larger area than all dry land on earth. It is larger than the Atlantic, Indian and Arctic Oceans combined and has more islands than all the other oceans and seas in the world put together. No one knows exactly how many islands, because volcanic ones keep popping up. Its Mariana Trench, at 11.7 miles, is the deepest water in the world. The Pacific was the last ocean to be explored and is the furthest from the world's population centers.

that we've been to," says Michael. We haven't stiffed any place yet, but if we did, that would be the place." He didn't particularly care for Larry Liberty, who manages the club, or the men who see that

anticipation that we finally got to speak with Dick Wilson of Modesto. He and his wife Lona participated in Europa '92, a 15-month, 17-leg around the world rally that to date has been the granddaddy of them all.

CHANGES

That event was sponsored by World Cruising Ltd, Jimmy Cornell's pioneering London-based organization.

We'd hoped to interview Wilson a year ago at the end of the rally, but he and Lona were unavailable, cruising Europe, sailing in the *America 500*, and bringing their boat back to San Francisco. Better late than never, here is a paraphrased version of our telephone interview:

Latitude: Give us your overall evaluation of Europa '92.

Wilson: We were very satisfied with it and thought the organization had been terrific. Whenever we pulled into port, for example, the local officials were right there to check us in rather than us having to go to them. After the rally was over, we learned what a great savings in time and aggravation it was.

In addition, whenever the fleet — approximately 35 boats — pulled in, there were maintenance people and suppliers eager to take care of our needs. Sometimes it was also possible to radio race headquarters and have parts ordered and shipped so they'd be waiting for us when we arrived. Furthermore, there was a tremendous pool of talent within the fleet, so repair skills and parts were frequently exchanged between participants.

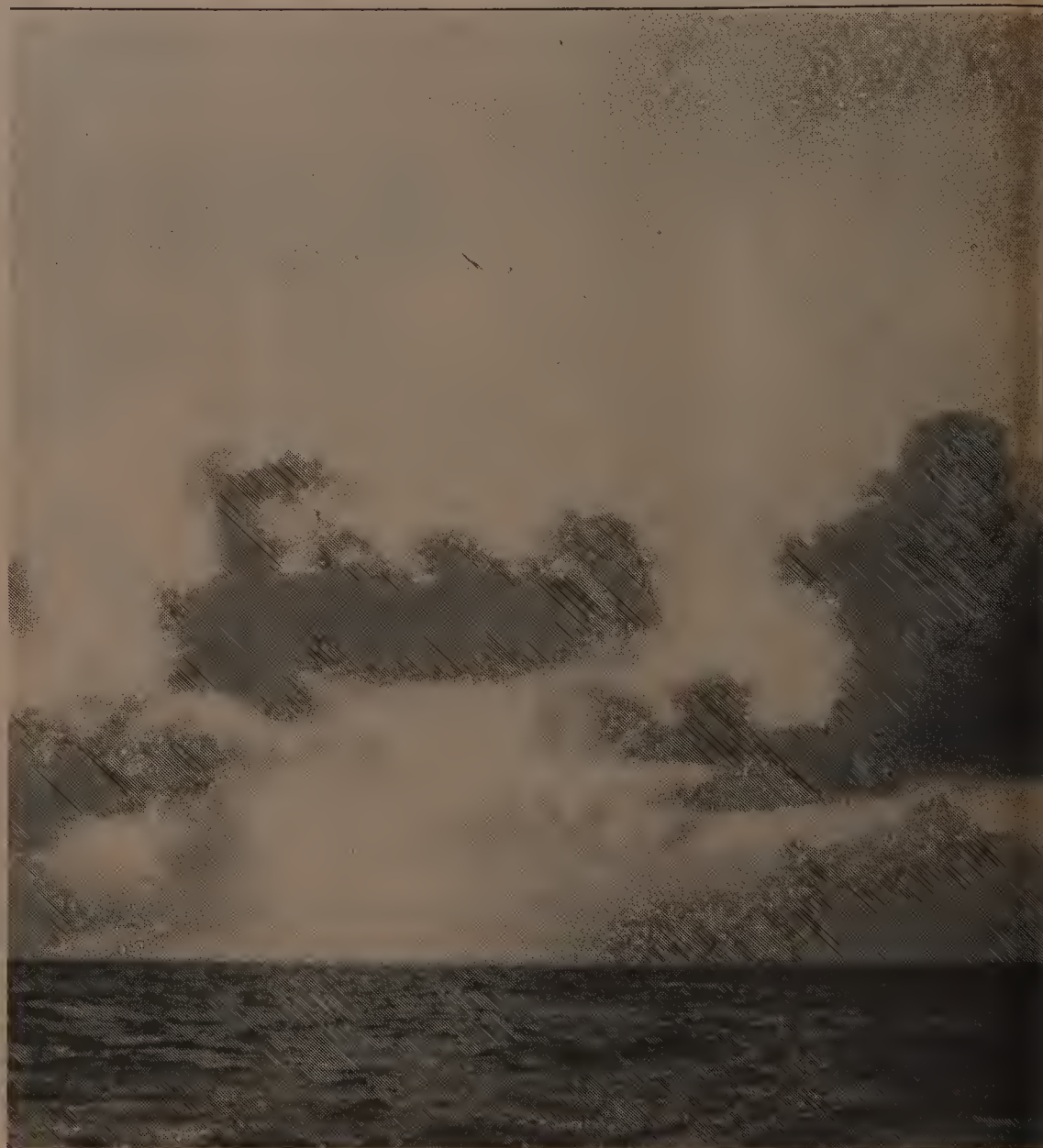
The net result was that we were freed from a lot of aimless running around, and thus were able to quickly move on to getting to know the locals, sightseeing and other activities.

Latitude: What kind of reception did you get at the various ports?

Wilson: We got a terrific welcome at every stop. All kinds of people, not just the officials, would come down to see the fleet. And there were many social activities set up along the way in conjunction with the event. Jimmy Cornell had done a terrific job of selling the rally and his staff did an excellent job of seeing that things went smoothly.

Latitude: Around the world in just a little more than a year; we got the impression that toward the end of the rally you'd been worn out by the pace.

Wilson: That's not correct. We and three other American entries dropped out in Alexandria, but only because we wanted to spend the summer cruising Europe rather than making a beeline to the finish at Gibraltar. For most of the entries, the Med is their home base and they didn't care. For us, it was something we didn't want to miss. My understanding is that there will be more



European stops in the next rally.

The only time the pace seemed a little hurried was when we left Djibouti to head upwind and upcurrent into the windy Red Sea. In retrospect, we're glad we got that nasty stretch over quickly. If we'd been on our own, we probably would have taken it slower. But I doubt we would have enjoyed hanging out behind the marshes waiting for the wind to subside.

Actually, the pace was quite nice. We were always ready to go when it came time to start the next leg. It's true that we're goal-oriented people who had a plan to adhere to, but it was a nice pace. And from time to time, there would be lengthy periods set aside for relaxed cruising and wandering off on one's own. We had quite a bit of time, for example, to cruise Fiji and Tonga, and the same was true with Singapore and Thailand.

Latitude: Did the speed with which you were circumnavigating keep you from getting to know the people in the places you visited? And did being part

There's nothing missing from this photo. Nothing but you and your boat.

of a group insulate you?

Wilson: I don't think so. We saw other cruisers who were taking four times as much time to cover the ground we were, but they didn't seem to be integrating any more than us. The fact that we didn't have to spend a lot of time checking-in and arranging for supplies or repairs meant we had a lot more free time than those who weren't part of the rally. It allowed us to make a very efficient use of what time we had.

Nor do I think the rally led to insulating ourselves from the people and places we visited. We would immediately rent cars and sign up for tours wherever we were. We had as much opportunity to interact with the locals as anyone else. There was a tag-along group of about five or six boats that would leave either just before or just after us. They didn't break off on their own any more than members of the rally did.

Latitude: There was a substantial entry fee. How much was it, and was it

LATITUDE 38/RICHARD



the 'glue' that held the fleet together?

Wilson: The entry fee varied by size. We paid about \$3,800 for our 47-footer. I sure didn't have any problem with the entry fee; I thought we got a lot in return for the money we paid. My understanding is that entry fees have gone up, however, for the rally that starts in January of 1994.

What kept the fleet together is the fact that everybody was having a heck of a lot of fun and were doing what they wanted to do. Cornell originally thought the event was going to be oversubscribed, with 60 boats and a waiting list. But whether it was the Gulf War or ailing economies, only about 31 boats started from Gibraltar. About five or six more joined in the Eastern Caribbean, and we, along with two other boats, started from California and joined the fleet in the Marquesas.

There were boats that did drop out, but it was all part of their plan. One in the Marquesas because they only joined to get a cruising permit for the Galapagos; one in Fiji because that's as far as they wanted to go; one in Australia because they had family

there. Several temporarily dropped out in Australia because they didn't want to miss the Great Barrier Reef. And as I mentioned earlier, four American boats dropped out in Alexandria to spend the summer cruising Europe.

But to my knowledge nobody left because they were dissatisfied. And those that stayed did so because we were having such a great time and going through with a plan we'd all made. We were all very compatible, the services and organization was great, as were the shared talents among the members of the fleet.

Latitude: Were there ever any problems with a 35-boat fleet overwhelming ports?

Wilson: The situation got a little tight with food and fuel in the Marquesas because they don't have an excess of those commodities. But that was the only place.

Latitude: We heard some complaints about the America 500. Having done both, would you say the events were comparable?

Wilson: No, they were not alike at all. The major difference was in the number of entries and the distance sailed. There were far too many boats in the America 500, some of which, in my opinion, weren't really ready to cross an ocean. And with so many entries, there simply weren't facilities available to handle them all. There wasn't enough dock space, for instance, or buildings large enough to hold all the people for the social events. In addition, there wasn't enough time for as much camaraderie to develop.

The Europa fleet consisted of both good boats and good sailors. Before we were permitted to start, Cornell sent one of his staff, Tom Williams, all the way up from Panama to inspect our boat. It was a very thorough inspection as Williams didn't just go through the motions.

Latitude: How did members of the Europa fleet get along?

Wilson: Very well — and that was one of the very rewarding and fun aspects of it. From the moment we arrived in the Marquesas and were greeted with cold beer and fresh fruit, we were welcomed into the group. There were plenty of opportunities to visit and entertain, and we did all that. Since returning home, we've received a number of cards and letters from participants. We made some pretty good friends.

As with any group over such a long period of time, there were a certain amount of minor scandals and social ins and outs. But it was a very good group of people.

Latitude: Were there many crew problems?

Wilson: There was quite a bit of crew movement, but about what you'd expect. In some places, a few boats had trouble finding as many crew as they wanted, but it was never bad. We were very lucky in that we had good crew throughout, with very few changes.

Latitude: Was your Stevens 47 suitable for the adventure?

Wilson: We were extremely happy with our boat and had no major problems at all. With respect to size, we always had five people aboard and nobody needed to sleep in the main salon, and that was good. Sailing in the cruising division, we were normally in the top third of our fleet and won our share of trophies. We enjoyed the creature comforts of our boat, however, and would not have traded them for the increased performance of a stripped out ultralight.

Cornell set a minimum length of 40 feet, but most boats were 45 feet or longer. This was important in keeping the fleet together

COURTESY KITE



Dick and Lona Wilson of 'Kite' with Brad and Sara Bernardo of 'Brydie' at an obscure tourist attraction in Egypt.

as smaller boats just can't keep up. After some of the longer legs, the slower small boats would arrive five days after the leaders. If it was only a 10-day stop, it made things tight for them. It really began to be a

CHANGES

bit of a problem in the Red Sea, where the laggards really started to fall behind.

Latitude: Were there any major squabbles amongst the fleet?

Wilson: The biggest single problem — and it created some serious dissension for awhile — had to do with some cruising entries suspecting that others were fudging on their motoring allowances. There were some really nice trophies for almost every leg and some of the cruisers became pretty serious about winning some of them.

A bunch of us in the cruising division told Cornell we didn't want such squabbles and could we just cruise and not race. He said we had to race because the press was really interested in who finished first — even in the cruising divisions. And he was right about that.

It took us about halfway around the world, but everybody finally shook it off. It's my understanding that a shaft device to record the number of hours motored will be required for the next race. So that may solve what was the only major problem of our rally.

Latitude: The argument has been made that there is safety in numbers. Do you agree?

Wilson: There was certainly evidence of it.

rudder and was towed by a fellow competitor all the way to the Maldives! We passed some gear to a boat whose shrouds were coming apart in the Red Sea. When one boat was lost in the Torres Strait, two competitors stood by until daylight to rescue them. So yes, there was additional safety in numbers.

Although we rarely saw other boats, we all checked in every day, so there was a feeling of security in that. In addition to the regular check-ins, we also did a lot of talking on the radio to break up long passages. That was fun and led to the camaraderie.

Latitude: In Cornell's review of the rally, he claimed the fleet had only two instances of 40 knot winds, quite a bit of 30 knots in the Red Sea only, and really nothing else over 25 knots. Is that accurate?

Wilson: Yes. We had very good weather. We only took a 3/4 ounce chute because if the wind was strong enough for a 1.5, I wasn't going to fly one. But we carried that chute for days at a time in 15 to 20 knot winds. Other than the Red Sea — which always has short, choppy seas — the worst was the leg to Vanuatu.

Latitude: Was there as much off the wind sailing as you expected?

Wilson: Except for the Red Sea, it was off the wind about 80 to 85% of the time. We'd get fronts that would come through tradewind areas and put the wind on the nose, but it was almost always off-the-wind sailing.

Latitude: If you had to do it over again, would you spend two years sailing around the world or two years in some place like the Med?

Wilson: It was a once-in-a-lifetime thing and we're very glad we did it. We wouldn't do it again, however, because we've already done it. But we feel very good that we completed such a major voyage with no problems to the boat or sickness or anything like that. We had a plan and are proud to have seen it through.

Having done it, we'd now like to spend more time in some of the places we had to pass through quickly. The South Pacific and the Caribbean both come to mind. The Med does not, as the sailing there isn't very good at all.

Latitude: What now?

Wilson: We've got the boat back in her berth in Emeryville and are really enjoying sailing with our family again. We haven't ruled out further cruising, but we're quite



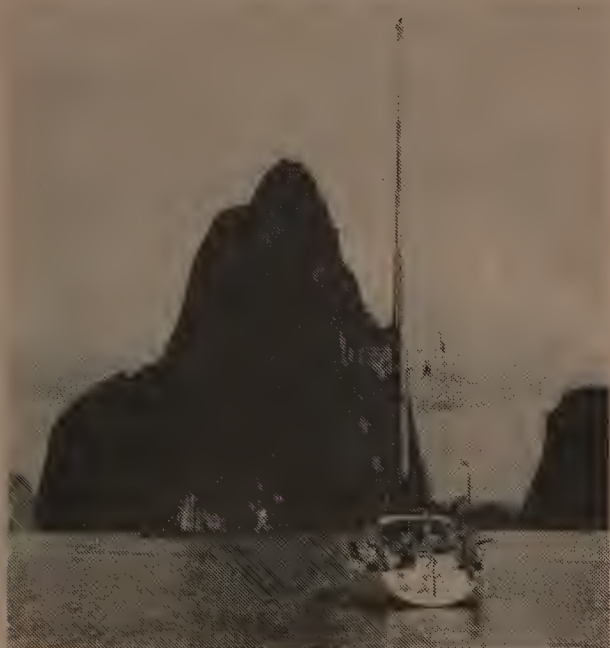
happy to be back sailing the Bay with various members of the family. And I'm back at my old job at Gallo and enjoying my work. Although I'll turn 60 this year, I was really fired up to get back to my old job. So it's all been good.

— latitude 38 5/15/93

Readers — The next Europa Around the World Rally leaves Gibraltar on January 6, 1994. An optional West Coast start departs San Diego on March 31 to join the rest of the fleet in the Marquesas.

The first Europa featured 17 legs and circumnavigated the world in 15 months. The upcoming Europa will have 20 legs and be completed in 16 months. The three new stops are Cairns, Crete and Mallorca.

A major change with the '94 Europa is mandatory shaft logs to record how much engines on cruising division boats are used for propulsion. As Dick Wilson mentioned above, the suspicion of fudging on engine



'Kite' during the Europa '92 cruising period in Thailand.

On some occasions boats would get caught in fish nets and other boats in the fleet would help free them. Another boat lost their



LATITUDE 38/RICHARD

Panama is a land of tremendous contrasts. It's divided by the Panama Canal, shown in the spread with four globe-girdling ships belching their way from the Atlantic to the Pacific. Yet only a few miles away, surrounded by impenetrable jungle, lies Portobello. While once most of the gold from the Spanish Main passed through here, it's now a sleepy town that's home to the Church of the Black Jesus and a number of ecologically correct subsistence fishermen.

use was a source of internal discord in the cruising division.

As of May 25, there were 16 confirmed entries and nine provisional entries in the '94-'95 race. Of the confirmed entries, the two largest were Zaberda, an S&S 66 from Ireland, and Artemis, a Sundeer 64 from Japan. The average length of the 14 other entries is about 50 feet. There are currently five confirmed entries from Britain, three from the United States and three from Italy. Three additional British and American entries are provisional.

The Europa entry fee has gone up. It will cost approximately \$10,000 U.S. for a 50-foot entry. There is no extra charge for boats that wish to charter, but sponsored boats will be assessed an extra fee. If you'd like to enter your boat, contact World Cruising Ltd. at 011-44-71-405-9905 or fax 011-44-71-

831-0161.

In case entering your own boat is out of the question, you might consider signing on for a leg or two with Stampede, a Swan 57 ketch that will be accepting as many as four charter guests for each of the legs. While in Antigua, we had the opportunity to meet 24-year old David Law of England, who will skipper the boat for the rally, and 31-year old Todd Likins of San Diego, who will be the Mate.

Law explained that the well-maintained and outfitted Swan, owned by a Guernsey-based consortium, will be sailing in the racing division. He says that an ad in England's Yachting World magazine resulted in 45 serious inquiries, but they had even higher hopes from an ad about to run in The Financial Times. "It was the non-yachting community that provided such an

overwhelming response for participants in the British Steel Challenge," he notes.

Likins says the charter fee will be about \$1,200/person/week. For further details, contact Bjorklund, Cheston & Rinde by faxing 011-33-93-34-84-25 in Antibes, France.

If you're looking to charter a boat for Europa '94, you might want to keep Big O in mind.

Breezing Up — Challenger 40 The Bishop - Meadows Family San Francisco to Yucatan (Monte Rio)

We — Kate, Grady, Marina (8) and Elvin (10) — are currently at Isla Mujeres off the east coast of Mexico, on the last leg of our one year cruise from San Francisco to Florida. When we get to the Sunshine State, we'll store the boat and go back to work.

After a wonderful summer in the Sea of Cortez, we sailed to Isla Isabella, 85 miles northwest of Puerto Vallarta. This jungle-like bird sanctuary was fascinating to us — especially after months of Baja's stark desert landscape.

Then in late December we headed across the Gulf of Tehuantepec and got a real

LATITUDE 38/RICHARD



Hand-made 'molas' are a major source of revenue for the Indians of the San Blas Islands.

thrashing, so we pulled into Salina Cruz. The Port Control officers — who are like air traffic controllers for mariners — have an

CHANGES

observation tower on a high hill overlooking the gulf. Equipped with very sophisticated radar and weather forecasting equipment, they are glad to assist cruisers in any way they can.

Yachts waiting in Huatulco to cross the dreaded Gulf of Tehuantepec can call Salina Cruz Port Control on UHF. They monitor 8242.8 and transmit on 8792.8. To our knowledge, this is the best source of weather information as it's happening in the Gulf of Tehuantepec.

The Port Control officers say that mariners should depart Huatulco when the wind is decreasing. If you make a run for it about a day after the wind starts to drop, they claim, you should be okay. It's recommended you stay less than two miles offshore — to avoid the fetch — or at least 350 miles out.

After Tehuantepec, our next stop was the Gulf of Fonseca. We were the first yacht in seven months to visit the people at Anapala on Isla de Tigre, Honduras. The whole town turned out to greet us at the dock and made us feel very welcome. A herd of bright, helpful little boys made Elvin their best friend, and accompanied us wherever we went. A very poor island, there were no supplies to be had on Isla de Tigre.

La Union, El Salvador, just 15 miles away, was a much better place to provision, but we were made to feel not welcome there. The Immigration officer screamed at us for no apparent reason and threatened to confiscate our passports. We appealed to the El Salvadoran Navy, which provided us with a uniformed naval officer as an escort to insure that we would be treated fairly when we returned to Immigration to check out.

We stayed close to the Nicaraguan coast as we approached Costa Rica for good reason. If you get more than 25 miles out, it can be extremely difficult to beat against the Papagayo winds to reach Costa Rica.

The most hospitable yacht club south of Morro Bay? Our vote goes to Barbara and Whitey's Jungle Club in Costa Rica. Wonderful hosts, they were accommodating beyond any reasonable expectation.

We also had a great time at the Balboa YC in Panama, where cruisers from all over the world await clearance to transit the Panama Canal. Our various canal transits — as line handlers on other boats and on our own boat — were pleasant social events.

Breezing Up suffered some damage in the first lock when the turbulence created by the

prop wash of a 750-foot tanker put too much strain on one of our chocks. When the chock gave way, the taut line broke a stanchion on the stern pulpit. This kind of damage is common in the uphill locks, as yachts are invariably positioned too close behind the giant propellers of ships. Fortunately, we happened to have a spare stanchion on our boat and finding a welder in Cristobal was easy.

After the Canal we stopped at Portobello. The kids played among the ruins of a Spanish fortress while another local mechanic welded up a new water pump bracket for our engine. He got the necessary steel from an old auto body. While he fabricated the part, his lovely wife served us a gourmet meal of coconut rice, fried fish and onions.

Our visit to the San Blas Islands — recently renamed Kuna Yala — has been the high point of our trip to date. The Kuna Indian lifestyle has not changed much in hundreds of years. They farm cooperatively and no one is allowed to go hungry. They

No matter if you're eight or 80, the South Pacific-like San Blas Islands are a great place to celebrate a birthday.

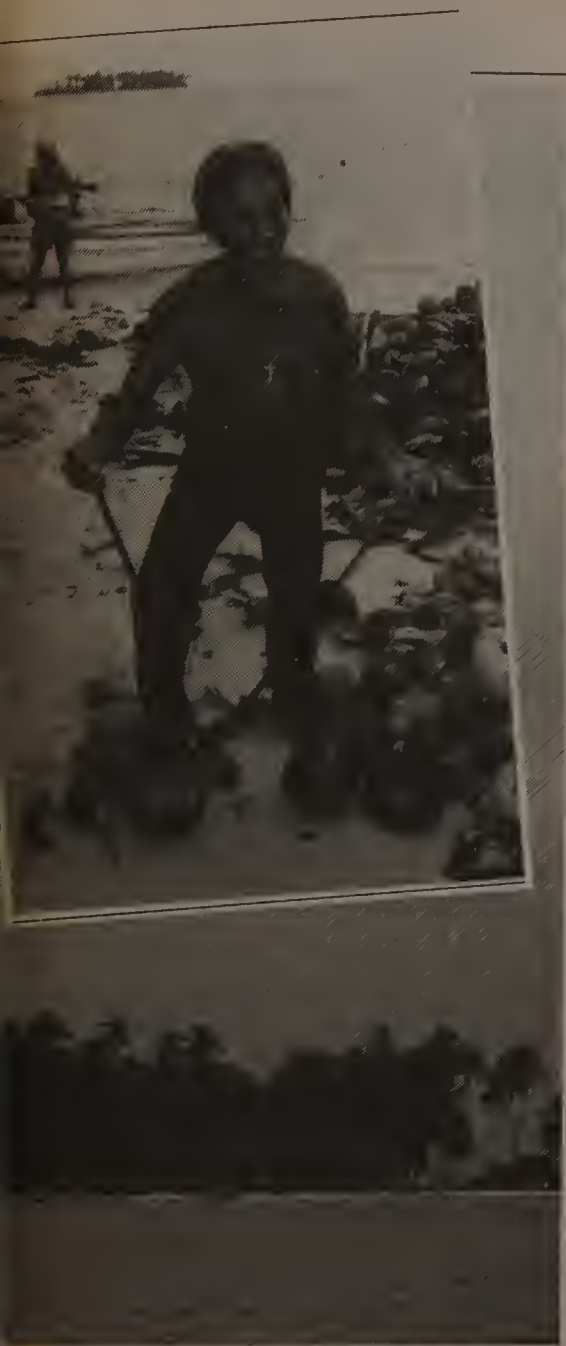
have rules against polluting the drinking water and endangering the food supply. Everyone complies and there is no crime.

One village chief escorted us up a beautiful jungle river to get pure drinking water for our voyage to Florida. Marina is the only one in her circle of friends — maybe the entire U.S. — to have had a Kuna chief attend her 8th birthday party. Kate bought 80 molas that we hope to sell in the States. We gave the chief all the clothes the kids had outgrown as well as everything else we could spare from our lockers.

We have covered 5,000 miles since leaving San Francisco last May. We motored 520 hours and took on 472 gallons of diesel in 10 different ports. Our policy is to only use the motor when we can't make two knots under sail. We'd been told to expect light winds from Baja to Panama, but still weren't psychologically prepared to motor almost 50% of the way.

The best gear we had aboard were REI headlamps — flashlights on headbands —





ALL PHOTOS COURTESY BIG O

prices were lower than the United States.

We owned our boat for one year before we left, so we didn't have much time to work on her or sail her. We experienced a lot of equipment failures, including most of the accessories on our 17-year old Nissan engine. We traded both our dinghies for better ones along the way. We are now trying to coax one more week of usable service out of our Yamaha 4 hp while we wait here at Isla Mujeres for the arrival of a replacement antenna for the GPS.

In spite of all the gear failures, I am certain we will consider this the most memorable and rewarding year of our lives. Elvin and Marina have done exceptionally well. Despite hurricane *Lester*, the Tehuantepec storm and 45 knot winds from a Papagayo, the kids never got scared. Nor have they been bored, despite the fact that only 1% of cruising boats have kids onboard. We've seen the kids grow more confident, independent and responsible, and have learned to overcome language and cultural differences to communicate with other people. We had the privilege of playing, exploring, working and learning with our kids full time.

— kate & grady 5/93

Nissan stainless steel coffee cups with lids (Price Club or Whole Earth) and our Leatherman knives.

We made sure our kids received an education during the trip. To do this, we would contact fellow cruisers in the anchorages who had diverse professions, then have our kids learn about them. Thus they have been 'schooled' by an astronomer, marine biologist, geographer, stock broker, computer engineer and many artists. Elvin, our resident artist, earned money by drawing peoples' boats. He charged \$5 per boat and his work was suitable for framing or copying for stationary or greeting cards.

People frequently asked us how we could afford to go cruising. We refinanced our house to buy the boat and pay for this expedition. Grady arranged taking alternate years off with his business partner so that Arrow Construction can keep going while we deal with our mid-life crisis.

The monthly expenses for our family of four averaged about \$1,600 for everything, including medical and boat expenses. That's significantly more than we had been led to expect. We've found very few places where

Kate & Grady — Speaking of birthdays in the San Blas Islands, the Wanderer celebrated his 45th there last month. Those in attendance included the Wanderette and Nurse Susan — who serenaded him with an original song about the events of Antigua Sailing Week, Dick No.1, Dr. Dick, Johnny Carson (really!), Scotland Jeff, Emanuella, Antonio and Lola. The Wanderer figures the San Blas Islands are about as beautiful and tranquil a place as there is to celebrate a birthday.

Outa' Here — Farr 55 Dick and B.J. Deaver Phishing Phuket (Huntington Beach)

Everyone else has gone. The last boats have been put up on the hard for the summer, but we're still pretending to be the consummate cruisers, going here and there in this beautiful area and enjoying ourselves.

During one foray a couple of weeks ago to the outer islands of Thailand's west coast, we had a bit of a funny experience while snorkeling / fishing.

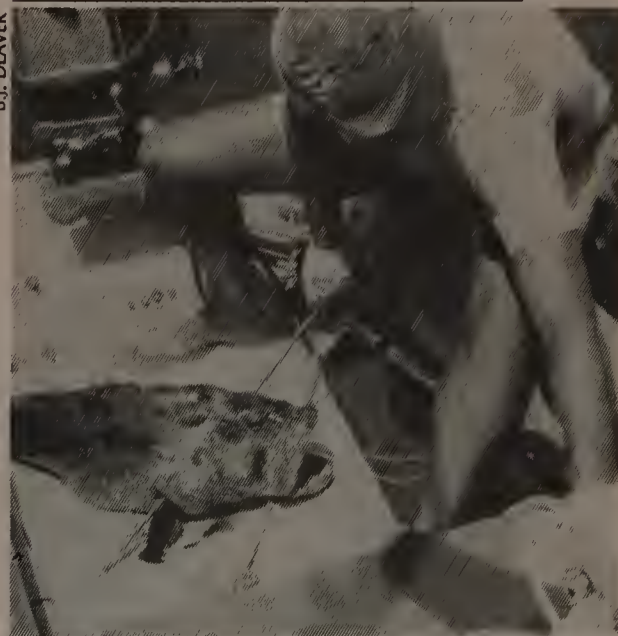
B.J. and I were actually looking for lobster among the coral heads rather than fishing. I had my old sawed-off Tahitian spear gun, when she spotted a nice one — at least for the shallow water. I shot it, but the barb was jammed and didn't open. So the lobbie got away — albeit with a hole in his tail.

We went back looking the next morning just in case, but couldn't find the lobbie. However, at a deeper part of this flowery coral head I frightened a pretty large grouper back into his hole. In the process, he scared a lobbie — antenna dancing all around — into the hole with him. So I got my big speargun from the dinghy and went off "fish hunting" for awhile. While in the process, my speargun broke.

On my way back to the dinghy and *Outa' Here* to fix the gun, I stopped at the grouper hole. I nearly died laughing — I was 12 feet under — at what I saw: the lobster's antenna sticking out of the grouper's mouth! Nothing is wasted in the underwater world.

Shortly thereafter, I returned with my repaired gun. I slithered over the top of the coral head and ambushed the grouper. I just got the gun lined up before he saw it. I fired at his right, but at the 'click' of the speargun

B.J. DEAVER



Dick Deaver with his twin killing; a grouper and a 'lobbie'.

he turned back to his hole, so I actually hit him on his left side! He was amazingly quick, but with the extra baggage of a fresh lobster in his stomach and the drag from the antenna sticking out of his mouth, he wasn't

CHANGES

quite quick enough.

I learned two valuable lessons: 1) Always aim on the 'hole' side of the fish; and, 2) If you value your gun, never spear a fish that's a stronger swimmer than you. If I hadn't hit that grouper so close to the gills, I might still be trying to extract my spear from his hole!

Combined, the grouper and lobbie weighed in at exactly 20 pounds, the grouper accounting for 18.5 of it. We didn't eat the lobster although it was probably ok. The grouper is still delicious!

Our plans for this year are to continue cruising the Thailand area — travelling inland to Chang Mai and Bangkok. We're hoping that B.J. continues to receive a 'leave' from United Air Lines. After the King's Cup regatta here in December, we'll head west and, if all goes well, to Kenya and the Serengeti, stopping at Sri Lanka, the Maldives, Chagos, Comoros and Madagascar along the way. Short of the southern Indian Ocean Milk Run.

Incidentally, our fish story took place on April Fool's Day — but you can take it to the bank!

— dick & b.j. 4/15/93

Joshua H. — Columbia 8.7

Jim Hagen
Ixtapa / Z-town
(Santa Cruz)

As a sequel to your *Puerto Vallarta People* article and the *Mexico Marina Report* by Jim and Sue Corenman; and perhaps a

Mexico is great. So are her people — and her fish!

bit of a preliminary report for those contemplating a Mexican cruise in 1993, I offer the following observations:

1) Just do it!

2) Mexico is great, and the people are even better. A couple of examples:

— Just today Carlos Carrillo, the Assistant Harbormaster at Ixtapa, spent two hours coordinating the efforts of Captain Ballesteros of the Mexican Navy and Captain Woodward, Port Captain of Zihuatanejo. The two had an ambulance, physician and nurse respectively, standing by while they sent out a boat to escort *Sabella*, which had a sick captain aboard, to port. Of course, numerous other yachties rendered assistance also.

— On an Easter visit to Guadalajara, seminarians at the Pontifical High Easter Mass welcomed me to sing with their choir!

— I had my Hurth transmission taken out, parts tooled, and reinstalled in *one* day for \$200!

This country and its people are fantastic — to say nothing of the 80-degree air temperature and warm water. Meet them halfway, learn some Spanish, be willing to laugh at yourself — and you'll have a great cultural and personal experience. Which is not to mention the marvelous sailing!

3) For those who care to use them, the marinas in Mexico are good and getting better. Now that it's completed, the Ixtapa Marina has just significantly raised its prices. They are based on slip size, not boat size. A 41-foot slip — the smallest available — is now \$14/day.

I'm told there are four new marinas planned for the west coast of Baja, so it should be easier than ever to get down here — and back up.

4) West Marine was super all the way down the California coast. My checking balance indicates I must have rebuilt *Joshua* on the way down here, but the great people at West Marine made it less painful. Gary in San Diego, and Curt Hamlin and Karly at the Watsonville office deserve special mention for solving problems and seemingly getting me products before I even hung up the phone.

Also, don't miss a visit to Minney's in Newport Beach. What a treasure trove of new and used marine gear.

5) Cruisers are great people, always ready and willing to help with any kind of a problem or difficulty. As a real rookie, I've had my share of them. Cruisers are also the

most diverse and interesting group of people I could ever hope to encounter.

To sum it up, it's like you guys at *Latitude*, numerous cruisers from *Changes*, and our good friends at Nike Boat Works have been saying all along: Just do it! Now, it's off to the Marquesas!

P.S. I really miss *Latitude*. It sure would be great if more people brought them down here so we cruisers could stay current.

— jim 4/26/93

Jim — We sure remember the *Joshua H.* from the three singlehanded *TransPacs* that Harold Upham did in her. We hope she treats you as good as she did him.

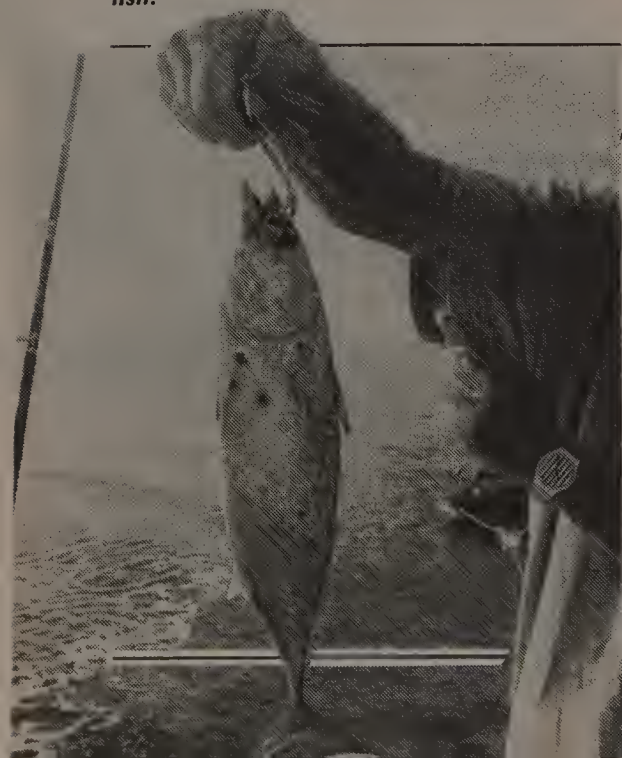
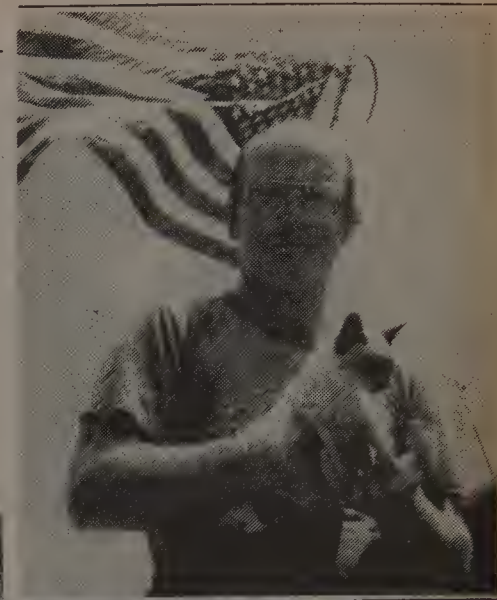
By the way, for the last 25 years people have been saying marinas would be built on the west coast. Is there any reason to believe that's actually going to happen within the next 100 years?

Heart of Gold — Schumacher 50

Jim & Sue Corenman
The Marquesas & Tuamotus
(Alameda)

We've had a great time here in the Marquesas. It's been different than what we expected, but as usual, we didn't know what to expect.

Everyone says that the anchorages are rolly, but those folks have obviously never been to the Channel Islands. They say you'll



LATITUDE 38/RICHARD



Inset; Dale Evans and Kachina. Spread; the 'Mystery' family aboard 'Pikakke'. See 'Cruise Notes' for details.

be eaten alive by no-see-ums, but that's only if you're silly enough to step onto a white sand beach. They say the scenery is spectacular, but that's a pale understatement.

We spent our first week goofing off in Taiohae, Nuku Hiva, and then sailed east to Baie du Controleur. Known as Hanga Haa by the locals, it's the home of the feared Taipi Tribe of the Marquesans, made famous by Herman Melville's book *Typee*. The natives have mellowed somewhat, and we were not eaten.

From Controleur, we wandered around the island to the north side to Baie d'Anaho, a secret spot that Skip Allan told us about. When we got there, we noted that half a dozen other folks had somehow found it, too. The crowds notwithstanding, the bay is just about perfect: surrounded by lush green mountains that go up a couple of thousand feet to craggy peaks and ridges, with a low saddle to the east to let the tradewinds blow through in the afternoon; and, no swell.

A small family, headed by Teki and Louise, live in the bay and raise vegetables for sale and occasionally operate a small restaurant. They had all kinds of fruits and veggies, all of which seemed to sell for 50 cents each. Coconuts and oranges, among

other things, grow wild in these islands, but all of the trees belong to somebody, so unless you're way out in the boonies, you can't just pick them.

We did a short sail west to the next bay, Atiheu, for another hike up to an old *pai-pai* that features a number of stone tikis in excellent condition. This village also had a small resort — just bungalows, really — and a restaurant where we stopped for a cold beer. While there we met some Swiss folks who were on a month-long tour of Polynesia, traveling by airplane and staying in small resorts — such as the one we were at. These were the only non-yachtie tourists that we have seen here. Atiheu was a little bumpy, so we only stayed the afternoon.

From Anaho we sailed west around the north side of Nuku Hiva heading for Hakatea Bay. It's better known as Daniel's Bay, after the Marquesan who lives there with his family. There are a few small anchorages along the way that had looked promising on the chart, but before we could try any of them we were hit by an incoming rain squall blowing 25 to 30 knots. The boat handled it just fine, but the wind stayed right on the nose as we headed around the island. With the sloppy going, we just told ourselves it was another Farallones Race and pressed on. The squall ended about the time we got to

Hakatea — of course.

Daniel and his family live at the head of the bay and have always been especially nice to visiting yachts. They provide good water from a spring up the mountain and sometimes open a small snack-bar. A group of us did three miles of fairly tough hiking to reach the waterfall at the head of the valley. It was worth the effort as the falls are stupendous! They drop about 1500 feet through a narrow gorge into a small pool and then flow down a river. The canyon that the river has carved is sheer on both sides for a couple of thousand feet.

It's unbelievable how rugged these islands are, particularly near the coast. There are sheer cliffs, towering spires, and ridges that look like flying buttresses on old cathedrals. Everything is 'painted' some shade of green except for the occasional spot where somebody has tilled a patch of soil for a garden.

From Nuku Hiva, we sailed on to Hakahau, the principal town on Ua Pou. There we watched the captain of the *Aranui*, a real artist, park his 120 meter ship in the 360-foot gap between the yachts and the breakwater. Spectacular! Our travels then took us to Hakaotu, a small quiet bay on the west side of Ua Pou, and then to an overnight sail to Hanaiapa on the north side of Hiva Oa.

It was a square beat all the way, which is why 'normal' cruisers land at Hiva Oa and then work their way north. Nonetheless, it would have been a sail to die for in California: 12 to 15 knot winds, seas two to four feet, and the water and air temperature about 85° all night long. The sail reinforced our belief that it's important to have a boat that can sail to weather. As decent as the conditions were, a number of folks on not particularly weatherly boats hated every inch of it.

Hanaiapa is a delightful small village with friendly people, and the home of William's ^{YC}. William has been keeping a log book since the mid-'70s and is most hospitable.

Our travels then took us around the west end of Hiva Oa to Hantefau, a small bay just north of Hapatoni on the west side of Tahuata, the next island south of Hiva Oa. The landing at Hapatoni was adventurous — you need a good dinghy anchor, such as a folding grapnel, to hold the dink off during landings. But the village was neat and we bought an exceptional wood carving and traded for a whole pile of fruit. While there

CHANGES

we, after all these years, bumped into Peter Sutter and Christina. They reported an uneventful non-stop passage from Santa Barbara to Hiva Oa. Sailing with them was David, newly arrived from the Bay Area, who'd been kind enough to bring down some fresh *Latitudes*. Thank you, David!

Another easy sail took us to Baie des Vierges on Fatu Hiva. It was a close reach in seven to nine knots of warm wind and flat seas; it was the kind of sailing you could just do forever! The scenery is even more stunning than what we'd seen before, but looking at the spires, I think the missionaries must have messed around with the spelling. They look more like 'verges' than 'vierges'.

There's tons of fruit available on Fatu Hiva and the locals are eager to trade, especially for fishing gear. The rumor is that fruit, particularly citrus such as pamplemousses and limes, are almost non-existent in the Tuamotus, so we loaded up figuring they'd be something extra to offer as gifts in the outer islands. It's a idea not to be mentioned to the Marquesans, however. As Mark explained, "The Marquesan people and Tuamotu people, they are different. For you, I give you all the fruit you want".

Okay, I understand.

So what have we learned during our virgin cruise to the South Pacific? Lots!

We were real nervous about the language, as the only French we know came from the tapes we studied on the passage. But either the passage wasn't long enough or we didn't study hard enough — or maybe French is just a tough language. In any event, we couldn't understand these people. It hasn't been much of a problem though, because the locals all speak Marquesan among themselves, leaving everybody else out. They speak French to the authorities, of which there are few, and to the tourists. They are happy to communicate in broken French, broken English, sign language, whatever. The *gendarmes* are less accommodating, but someone has always spoken English well enough for us to get by — particularly when we've made the effort to speak their language for awhile.

The officials, by the way, seem much less officious than we'd been lead to expect, especially about things like visas and bonds. We got our green card — the boat 'passport' — upon entry at Nuku Hiva, but the *gendarmes* said we would pay our bond and get our visas in Papeete. One thing they do care about, is that yachties check in and out

of each port with the *Gendarmerie*.

Everybody says that bringing trade items is important, but never having been here, it was real hard to know what to bring. In the smaller villages, the stores are few if any, and the locals would much rather trade their fruit — which is normally not sold — for hard-to-get items. The biggest item on the want list seems to be line. A 10-meter length of quarter-inch yacht braid, for example, was worth at least 10 pamplemousses.

Other good trade items in some villages were fishing line and hooks, either smallish stuff for bottom fish, or bigger stuff for tuna. Mark really appreciated a couple of 9/0 hooks that were way too big for our lures. The usual shirts and hats are well received, but bright colors are better than white, as you can't keep white stuff clean. Dive masks and snorkels are very popular in some bays.

Bringing things for wives and daughters is also important, but note that it is the women in Fatu Hiva who sell and trade for the tapas. So bring small bottles of perfume or cologne, and maybe bright scarves or elastic hair bands. There are lots of kids, and fun things for the schools — like colored pencils or crayons — are well received. The Marquesans value your trade items according to their availability and price in Papeete, so in this case the high prices really work in your favor.

Another item that is often asked for is .22 shells for hunting goats. The government rations them, so everybody wants more. Weapons and ammo are *taboo* in Polynesia aboard yachts, so you have to make your own decision on that one.

— jim & sue 5/1/93

Cruise Notes:

"My boyfriend and I are preparing to leave on our Cal 40 for a life of cruising," writes Wendy Siegal of Seattle. "I'd like to know **how cruising couples deal with space** and privacy when cruising with children. We'll be taking a 12-year old and an eight-year old. I've sailed with adults, but never with children. Any tips on the watch systems? Once landfall has been made, how do the adults and a pre-teen girl get the privacy they need? Does anyone have any answers or suggestions?"

We've never had the opportunity to cruise with our kids for more than a month, so how about some help from those of you with lengthy family cruising experiences?

There were three big racing events for cruisers in Mexico this past season. The wackiest of them all was the First Annual **Melaque to Tenacatita Regatta** on March 19. Organized almost solely by Tim

Tucks of the Islander 37 *Sallywag*, it drew 15 entries and all kinds of other boats. A great time was reportedly had by all.

Next came Puerto Vallarta's Third Annual **Banderas Bay Regatta** on March 26-28, an event that got rave reviews not only for the fun, but for race organization. "It was the best run regatta I've been involved with in years," said a clearly impressed Roger Wales of the Alameda-based Freedom 38 *Aurora*. Kudos go to Doug and Karen of the Dana Point-based **Duchess of Barbob**. Thirty-five boats raced and another 15 tagged along for the many group festivities.

The third event was the 10th Annual **Sea of Cortez Race Week** April 18-25, which drew approximately 100 boats. The reports we get are that the week itself was packed with low-key fun. The race organization and calculating of the results weren't anywhere near as good, we're told.

Tim Tucks of *Sallywag* complained that it took a week for the race results to be calculated, and when they were, the distance of one race had been adjusted so the boat the race committee chairman was on finished first. Roger Wales, who would have otherwise won, refused to get down on Race Week or even the race committee.

"If anyone had a right to be pissed off," Wales told *Latitude*, "it was me. But if they wanted to change the length of the race and the results, I sure wasn't going to let it interfere with Darien and I enjoying ourselves with the people off the 100 or so boats. The other thing is that Mike and Hortencia Myers, owners of *Maya*, the Pearson 10 Meter that ended up beating us, are really terrific people. Even Steve of *Stevadore*, who apparently was responsible for the race results, busted his butt to do the best he could under the terribly disorganized circumstances. Darien and I had a lot of fun during what many veterans said was one of the better Race Weeks in recent years.

If we get some photographs, we'll have additional reports on these competitions for cruisers in Mexico.

Wales and *Aurora*, incidentally, arrived back in San Diego in late May after a great season in Mexico. "Darien and I enjoyed ourselves more than we thought we would," said Roger. "We were most impressed with the people. Out of the 350 or so people we got to know, there were honestly only four jerks. Everybody else what just great." Wales will be back in the area to work for a while before hopefully taking off again soon.

Antigua Sailing Week in the Caribbean attracts a lot more than racers. While there we bumped into all kinds of cruisers from

Northern California. Ted Gimble with the East Bay-based Dufour 27 **Take It Easy**, had the smallest boat. Gimble, who used to sell typesetting equipment to *Latitude*, left San Francisco in December of 1990, sailed through Mexico and Central America, transitted the Canal in April and arrived in Maine by July. He returned to Sausalito for the following six months to work at Club Nautique — where he'd first learned to sail five years ago at age 53.

Gimble returned to his boat last July, installed a radar and began cruising the rocky coast of Maine. "It was so incredibly wonderful," he says, "that you just can't imagine!" It was certainly one of the finest times of my life." Gimble then sailed directly from Maine to Bermuda and had a "nice" eight day voyage. It took him another eight days — "what a big romp!" — to make the passage from Bermuda to the Virgin Islands. Having spent the last six months cruising the Leeward Islands of the Eastern Caribbean, Gimble joined Club Nautique's Don Durant to race at Antigua.

Gimble is currently headed south in the general direction of the Panama Canal and plans to sail back under the Gate in January of 1994. "I'm on a two-year vacation," he says. As for his little cruiser: "She's a fine boat. Sure, I've always wanted more room, but I'm smart enough to realize that no matter how big a boat somebody has, they'd always like her to be a little bigger."

Other Northern California boats included **Long Tall Sally**, the Tayana 55 Steve Weick and Maureen Miller of San Francisco had just sailed back from the Med. Also coming back from the Med — *eight years* in the Med — were Bob & Ginnie Towle and their Cape North 43 **Aztec**. The Towles are former members of the Sausalito and Tiburon yacht clubs. The Northern Californian with the wildest stories was Maroth de Marothy of Los Gatos and the Panda 34 **Sea Marva**. He'd sailed to Sweden two years ago and just sailed back from England. If you tune in next month, we'll have a lot more details on the adventures of all these boats.

There were even some Seattlites at Antigua. Dale Evans and his cat Kachina were there aboard the Alajuela 38 **Moonshadow**. "I bought the boat in Florida three years ago," says the Seattle resident, "and it's taken me this long to get this far. I'm heading back to Seattle via Venezuela. I should be home by next summer — if I don't decide to head over to Tahiti."

Evans didn't ask us, but having seen both Seattle and Tahiti, we've got to recommend

Tahiti. A tip of the *Latitude* hat to Evans for keeping his boat in such nice condition.

We also got to spend a few minutes with Phil, Karol, Karl (7) and Kara (3) Thoreson, who are also of Seattle. The Thoresons had gone to the East Coast last summer and purchased a brand new blue-hulled Alden 54 that had been featured in several boat shows. They christened her **Pikakke** after the jasmine flowers "that give off the fragrance of the tropics". The extra 'k' in their spelling reflects the fact that so many members of the family have names that start with that letter.

The Thoreson family sailed from Norfolk, Virginia to the Virgin Islands, and found their boat handled winds in excess of 50 knots without difficulty. While the four of them usually sail the boat alone, they did have one crewman for that offshore passage. Once in the Caribbean, they found St. John and the British Virgins so much to their liking that they spent two months there.

When in Antigua for Sailing Week, the Thoresons bumped into Blake and Linda Thomas, also of Seattle. The Blakes were racing their Baltic 42 **A'poil** (it means 'skip naked'), which they'd purchased from the Thoreson family a year ago in the Pacific Northwest.

Phil, a 39-year old lawyer, says **Pikakke** is headed south for Trinidad and the Canal, and should be in Puerto Vallarta by mid-December. "At that time we'll fly home to do some skiing. Then in March we'll head off to the Marquesas." It's hard to argue with people who want to enjoy life while they're alive.

While Roy and Tee Jennings' Freya 39 **Foxglove** is back in Sausalito from Ireland by way of the Canal and San Diego, it seems many of their friends have just taken off or are continuing voyages. Unfortunately, one of their oldest friends passed away of natural causes during a voyage.

The bad news came from the middle of the North Sea, where Dale Connolly, Roy's wing man in Korea, died while sailing **Scheherazade**, the Ingrid 38 he'd built in Port Townsend, Washington. Connolly, almost 70, had left Washington in the fall of 1988 and sailed to California, Mexico, and through the Canal to Florida. After spending time on the East Coast, he sailed from Maine to Cork, Ireland, in 1992 where he cruised in company with the Jennings for a few weeks. Services, including a 21-gun salute, were held for the ex-colonel at McCord Air Force Base.

Other than that, there was much to cheer the Jennings. For instance their old friend Sir Henry Pigott, with whom they cruised Ireland, South Africa, the Pacific and

Atlantic, is now in Long Beach aboard his 19-foot — that's correct — junk-rigged **Glory**. Having already completed one circumnavigation with the little boat, the 67-year old Sir Pigott left Ireland in November of 1992 and has sailed to California by way of Barbados, Bonaire, the Canal and Costa Rica. He reports the yachties at Shelter Island Marina have welcomed him with open arms. *Glory* is a 19-foot fiberglass Colvig design that Sir Pigott completed from a bare hull. "It's an interesting boat," reports Tee, "one of only a few 19-footers with an electric windlass you can operate from down below." Sir Pigott and his *Glory* should be arriving in San Francisco about the time this issue becomes available in marine stores.

Inverness residents Jim and Marianne Melcher are currently driving across country to rejoin their Bolger 33 **Alert** in Halifax, Nova Scotia. Originally from Maine, Jim met Marianne well after he turned 60. They left Inverness eight years ago with *Alert*, sailed through the Canal to the East Coast and then shipped the boat to Europe. After years of poking around the Baltics, Europe, French Canals and the like, *Alert* was shipped back across the Atlantic to Nova Scotia last fall. The Melchers plan to cruise Nova Scotia this summer.

Sea Bear, a 39-foot Charlie Wittholz steel design that was co-built and is co-owned by Northern Californians Bob van Blaricom and Pete Passano, left the Marquesas for the Tuamotus in mid-May. Having accompanied them since the uneventful 24-day sail from San Francisco to Hiva Oa is John Sanford. Van Blaricom and Passano, who have already been to Hawaii and Alaska with *Sea Bear*, plan to sail through the South Pacific to New Zealand.

Twenty years ago in Sausalito we were liveaboard neighbors with Tom Tatum, who lived aboard a Triton. While we started a sailing magazine, Tatum became a co-owner of some Sizzler restaurants. After years of working 365 days a year, Tatum cashed out in his early 40s and competed in the 1991 West Marine Pacific Cup with some old friends from Maui. We now hear that Tatum replaced his Cal 35 with a Norseman 445, named her **Kai Manu**, and took off for the South Pacific — if not around the world. Charlie, one of his two sons, is accompanying him.

We've gotten second-hand reports that *Kai Manu* was pooped on the way down the coast and that as a result some of the

CHANGES

electronics were damaged. But it's believed they've been repaired and the voyage resumed.

Having also left Sausalito recently for the Milk Run are Mike and Monica Brown aboard **Capella**, a Polaris 43. Fair winds to all of you folks. Don't forget to write.

A couple of years ago, we did a feature about the Darde sisters of France, who were in the Bay Area aboard their sloop **Maria Stella**. They told *Latitude* their plan was to sail around the Horn. Well, the intrepid sisters were true to their word. Having rounded the Horn, they're now in the Falkland Islands and headed for the Azores. Yeah, women can take care of themselves out on the ocean.

"Less work, more sailing", writes Tom Scott of the Folkes 39 **Nepenthe**. Having sailed most of the way around the world singlehanded, the Menlo Park sailor's pace has slowed considerably since arriving in the Caribbean. As of the end of May, he was headed for Bequia.

The Wanderer, who thinks more highly of



LATITUDE 38/RICHARD

Ted Gimble didn't start sailing until his early 50s. In recent years he's been making up for lost time with 'Easy Does It'.

rum than clairvoyance, nonetheless had this premonition that one day he'd bump into frequent contributor Scott at St. Bart's Columbie Bay. Well, this March the

Wanderer and Wanderette dinghied from Gustavia to Columbie, and when they rounded the point the Wanderer spotted a yellow hull. "I wonder," he said, "if that might not be Scott." It was.

The Wanderer and Wanderette had a great time with Scott, who came along for the great race between the 84-foot Frers maxi **Helizara** and *Latitude's* Ocean 71 Big O. Assisted by Luc Poupon, brother of French multihull maniac (*Fluery Michon*) Phillip Poupon, the O waxed *Helizara*. "Sure, it was because *Helizara* split a genoa, destroyed a halyard winch and blew-up one of their four coffee-grinders," admitted the Wanderer, "but with a 13-foot length disadvantage, we'll take it any way we can get it."

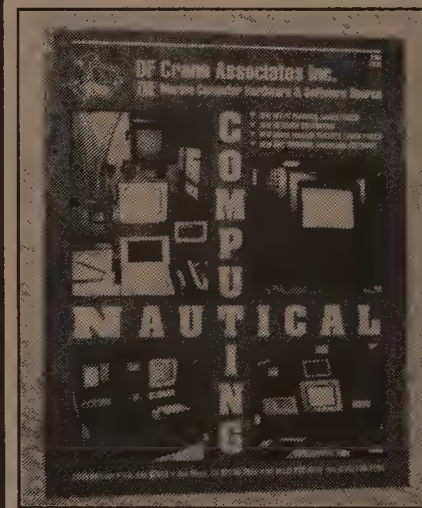
If we may be so immodest, lots of cruisers 'out there' are eager to get recent issues of *Latitude* "any way they can get it". So if you're headed out to meet cruisers, call us up for a bundle you can take along to pass out. Each one is almost certain to get you a warm welcome and a 'cold one' in return.



sutter sails

- ✓ Cruising and Racing Sails
- ✓ Recuts and Repairs
- ✓ Bi-Radial Roller Furling Headsails
- ✓ Full Batten mains
- ✓ Used Sails (Largest Selection in Northern California)
- ✓ Experienced and Helpful Staff

HARBOR DRIVE (Above West Marine)
P.O. BOX 927, SAUSALITO, CA 94966
1-800-300-SAIL • (415) 332-2510



Free Computer Catalog!

THE SOURCE for marine computer hardware and software – for over 4 years! Our latest catalog includes over **50** products, like our **SEA PC** Watertight PC, notebooks, Electronic Charting (charts on diskettes!), HF and Satellite-Direct Weatherfax, Vessel Maintenance, Inventory, Simulators, Much More!

DF Crane Associates
PO Box 87531
San Diego, CA 92138-7531
(619) 233-0223
(619) 233-1280 (fax)



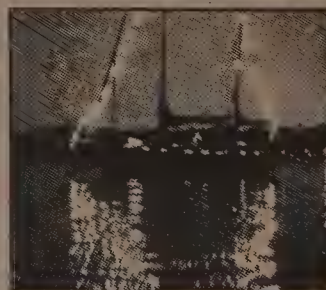
- YACHT MANAGEMENT MAINTENANCE
- CANVAS & UPHOLSTERY
- MONOGRAMMING CREW OUTFITTING

MARINE
CANVAS SHOP

ALAMEDA MARINA Bldg. 29D
1815 CLEMENT AVE., ALAMEDA

NAN GRAY & FRIENDS 510 • 523 • 9432

Electrical Upgrades from Jack Rabbit Marine



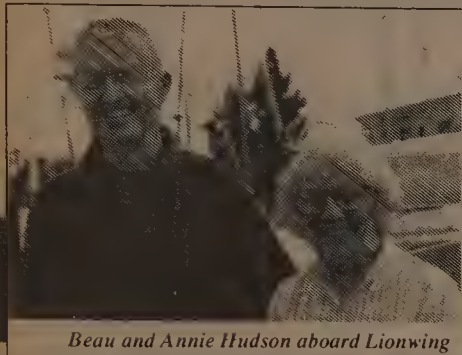
We're the power experts. We supply your fridge and make it work full time. We install watermakers and make them work. We give you AC power for the microwave, toaster, hair dryer, and more! *Best of all*, we balance your on-board electrical generating capacity with your electrical needs, using high-capacity alternator systems, wind generators, solar chargers, AC inverters and energy monitors.

For all the comforts of home – *at sea* – contact:
Jack Rabbit Marine, 425 Fairfield Avenue, Stamford, CT 06902
Phone (203) 961-8133 • Fax (203) 358-9250

Free tutorial catalog

FREYA 39

A Boat For The Serious Cruiser



Beau and Annie Hudson aboard Lionwing

"The Freya 39 is our idea of a perfect seaboat. Seakindly, easy to handle, dry, quiet down below. Never a problem cooking underway. Freyas are a purpose built boat." Beau and Annie have sailed their Freya 39, hull #34, over 55,000 miles, including a 40,000 mile circumnavigation.

**SPECIAL
ANNOUNCEMENT**
Olson 34 • Olson 25
Sonoma 30
Schumacher 50
are now being built
by Vance Marine
Call for details



1-800-998-4757 • 206-385-7175

070 Thomas Street, Port Townsend, WA 98368

KITS AVAILABLE FROM HULL & DECK TO FINISHED BOAT

Horizon Line

SELF LEVELING RADAR MOUNT



Experienced sailors have realized that radar performance is compromised by the natural heel of a sailboat. Radar "sees" in a band of 11 degrees above and below the horizon, while a boat typically heels 15 or 20 degrees on a close reach or point. During a lively heel, an ordinary radar installation leaves the radar tracking seagulls and submarines off the beam.

Now the compromise is over. HORIZON LINE levels your radar on a precise double ball bearing pivot. Motion is damped with a

sealed pneumatic stainless steel cylinder.

Because HORIZON LINE is simple and practical, it delivers optimal radar performance at a price that's on line, too.

A level radar . . . at an AFFORDABLE PRICE

(800) 536-9899

Local: (510) 521-8966

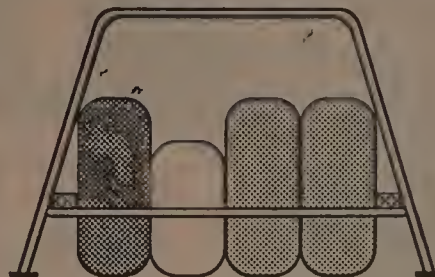
Alameda Prop & Machine

Props Shafts Railings SST Fabrication
Machine Shop Marine Supplies

**Cruisers . . .
on deck liquid storage!**

**Mast Pulpit/Jerry Can Holder
\$525.**

Gas - Water- Diesel



**At the Grand Marina Marine Center
(510) 522-7899**

MAIN SAIL COVER

Still a great buy at \$125⁰⁰

(for boats up to but not including 30' in length)

If you pay more than our price...
You should ask yourself, "Why?"

Call toll free

1-800-341-0126

AMERICAN SAILS USA



BARNETT YACHT INSURANCE

Wood • Steel • Ferro • Multihulls

800/655-9224 • 619/226-6702

Specialist in Mexico and Worldwide Insurance

Call for free Mexico cruising guide

2811 Carleton, San Diego, CA 92106

(415)
368-7855

PENINSULA CANVAS

CUSTOM DODGERS, ENCLOSURES,
CUSHIONS, & BOAT COVERS

PROTECT IT WITH THE BEST

629 Bair Island Rd., Redwood City, CA 94063

SAUSALITO



LIST MARINE INC.

"Complete Marine Engine Service"

- We service all makes
- New, used & rebuilt engines
- Dockside facilities
- Mobile service trucks

Onan

Perkins



Universal

WESTERBEKE

(415) 332-5478 PO Box 2008, Sausalito, CA 94966

Adjacent to Schoonmaker Pt. Marina

Landfall Navigation.

Offshore Outfitter and Universal Chart Agency



World-class authority on global navigation, piloting, offshore operation and safety equipment. We stock the nation's most complete collection of charts covering nearly every square mile of the world's oceans and major waterways. Sailing Directions, Coastal Pilots, Cruising Guides, Light Lists, worldwide tide and current tables... hundreds of nautical books and videos. Complete selection of sextants, piloting and charting tools, compasses, navigation publications and guides... PLUS the finest selection of marine safety equipment ever assembled. Knowledgeable advice from the experts... whether you're going around the buoys, or around the world! For the complete

190-page catalog, chart and publication list, and equipment tutorial send, FAX or phone \$8.95 postpaid (AMEX, MC and VISA). Better yet visit us at:

LANDFALL NAVIGATION

354 West Putnam Ave., Greenwich, CT 06830 • (203) 661-3176 Fax • (203) 661-9613

The Traveling Boatyard

When good enough isn't.

Woodwork • Stainless Steel • Fiberglass • Electrical

Plumbing Paint/Varnish/LPU • Vacuum Bagging

Carbon Fiber • Laminating • Maintenance Contracts



Kurtz Yacht Construction Marine Services

415 332-7551

Pager 719-7269

RIP-TIE®
Velcro® Straps

LOCKS ONTO



ELECTRICAL CORDS

The Rip-Tie Company

415 543-0170

PO Box 77394
San Francisco, CA 94107

FAX: 415 777-9868

Kevins

QUALITY MARINE
BOAT TRANSPORTING

ICC # 263064
BONDED
INSURED

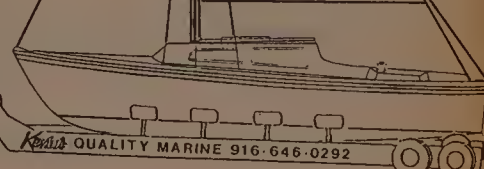
SALES

SERVICE

REPAIRS

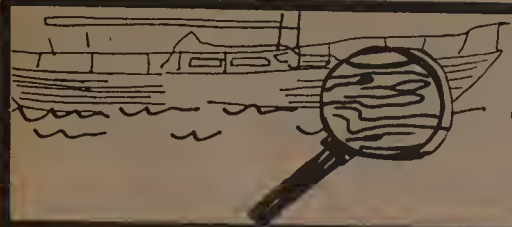
STORAGE

HAULING



Custom designed equipment & air ride trailers exclusively for sail, power, multiple boats.

2122 NORTHGATE BLVD. SACRAMENTO, CA 95833
CALL FOR **FREE** QUOTATION (916) 646-0292 • FAX (916) 646-3241



Before You Buy...

Accredited Marine Surveyors Serving Northern California

Richard T. Christopher, AMS
(415) 368-8711

Jack Mackinnon, AMS
(510) 276-4351

Bruce Sherburne, S.A.
(800) 882-7124



SAMS
SOCIETY OF ACCREDITED
MARINE SURVEYORS

R.J. Whitfield & Assoc., Inc.,
AMS

(800) 344-1838

Danru Marine Surveyors &
Adjusters, AMS
(408) 372-8604

HEAVY DUTY DEEP CYCLE MARINE BATTERIES



Available at the following local marine
chandleries and service distributors:

Mariner Boat Works, Alameda
Neville Marine Electric, Alameda
Stone Boat Yard, Alameda
Svendsen's Chanderly, Alameda
Proper-Tighe Marine, Alameda
Star Marine, Alameda
Golden State Diesel Marine, Oakland
Boater's Friend, Berkeley
Bay Yacht Service, Alameda
Altamarine Electronics, Alameda

AMERICAN BATTERY
Hayward, CA (510) 881-5122

FREE LIST OF OVER 3,000 USED BOATS

FOR SALE BY OWNER
Includes seller's name and phone number

ABSOLUTELY FREE OF CHARGE

Call 1(800) 266-BOAT

WESTERN BOAT LISTING
no commissions involved

AFFORDABLE SOLAR ELECTRICITY LOWEST PRICES....GUARANTEED!!!

4.8 AMPS FOR \$199

5.2 Amps @ 68 F (23C) 4.6 Amps @ 111 F (44C) (at 15V, 1 kW/m)

TOLL FREE (24 HRS) 1-800-842-5678

CALL COLLECT (619) 581-0051

SOLAR ELECTRIC INC.

At THE ROSE CANYON BUSINESS PARK

4901 MORONA BLVD. #315

SAN DIEGO, CA 92117 U.S.A.

KYOCERA

SOLEC

ARCO Solar

PowerValue

Mobil Solar

EXELTECH

SOLAREX

PowerStar

STATPOWER

HELIO TROPE

GENERAL ENGINEERING

SIEMENS

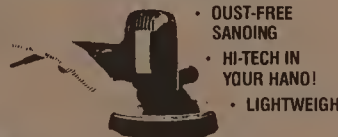
SCI

GELCOAT/PAINT REMOVAL and SANDING TOOLS

THE AMAZING NEW
PATENTED
MARINE SHAVER™



S344 SANDER VAC™



- DUST-FREE
SANDING
- HI-TECH IN
YOUR HAND!
- LIGHTWEIGHT



- STRIPS 1 SQ. FT. in 15 SEC.
- WEIGHS APPROX. 4½ LBS.
- NO HEAT BUILD UP.
- REPLACEABLE CARBIDE BLADES.

- COST EFFECTIVE and EFFICIENT.
- ADJUSTABLE DEPTH of CUT.

DUST COLLECTOR ACCESSORY AVAILABLE

AMERICAN INTERNATIONAL TOOL INDUSTRIES, INC.
1116-B Park Avenue • Cranston, Rhode Island 02910
(401) 942-7855 • 1-800-932-5872



MARINE SERVICE INC.

1-800-326-5135

415-453-1001 • Fax 415-453-8460

619 CANAL ST., SAN RAFAEL, CA 94901

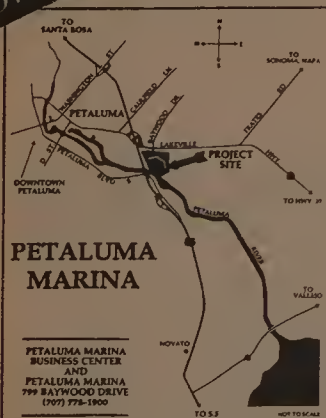
- Largest Parts Inventory
- Best Equipped Workshop
- Repower Center
- Docks and Drystorage
- 12T Travellift

YOUR #1 IN VOLVO PENTA

NOW ALSO FEATURING

OMC • EVINRUDE • ONAN

NOW OPEN!



**PETALUMA
MARINA**

- 190 berths, ranging in size from 22-40' plus end ties.
- Competitive berthing rates.
- Free public launch ramp.
- Great access from San Pablo Bay, located on scenic Petaluma River.
- 1-1/2 miles downriver from historic Petaluma downtown.

CITY OF PETALUMA
Baywood Drive at Lakeville
(Hwy 116 Offramp-Hwy. 101)
Petaluma, CA 94954
(707) 778-4489

REPAIRS REPAIRS REPAIRS



HAYNES SAILS

A full service sail loft

70-U Woodland Avenue
San Rafael, CA 94901
(415) 459-2666

CLASSY CLASSIFIEDS

Easy as...

1. Write your ad. Here's your chance, tell us all about it! What category? Don't forget an area code with phone #. Please, relay your message clearly. We cannot be responsible for errors due to illegible handwriting or unclear meaning. Remember, if we don't get it, they won't get it!

2. Count the words. Anything that usually appears with a space before and after, including numbers, counts as a word. Count them as best you can. There is no need to abbreviate, we will do so as necessary. We may edit to fit if necessary.

3. Send us your ad. Please enclose payment and mail it to our P.O. Box or deliver it to our street address. We will not accept any ad over the phone or fax. All ads must be in our office by the 18th of the month prior to publication. We cannot bill for classifieds. All ads must be accompanied by payment. Please include check or money order with all requests. We cannot accept credit cards.

PERSONAL ADS

1-40 Words: \$20
41-80 Words: \$40
81-120 Words: \$60
Personal Property;
Non-Profit; Help Wanted
Please no business ads.

BUSINESS ADS

(3 1/2" x 5/8" boxes at bottom of page)
\$45 for 40 Words Max.
Charters; Services;
Brokers; Real Estate
1 Boat per Broker
Camera ready art ok - no photos/reversals

DEADLINE:
the 18th

of the month prior to publication, even if it falls on a weekend and/or holiday.

Sorry, no changes or cancellations after submission.

Individual Issue Orders:
Current issue w/classy ads = \$3.00.
Current issue (no ad) = \$5.00.
Back Issues = \$7.00.

To re-run an ad, please include copy of ad with payment by the 18th of the month.

Requests for category location are welcome. However, we make no guarantees as to specific location, and we reserve the right to make final determination on ad placement.

Mail To:

Latitude 38

P.O. Box 1678, Sausalito, CA 94966

Attn: Classified Dept.

Or Deliver To:

15 Locust, Mill Valley, CA 94941

Remember... no ads accepted over the phone or fax.

For recorded directions, call 383-8200, then press 2-1

DINGHIES, LIFERAFTS AND ROWBOATS

AVON REDCREST, motor mount, wooden oars, pump, 2 seats, bag, elec. motor. Excellent condition, little use. \$500. (415) 552-3939.

12-FT ANCHOR KING inflatable boat. 30 hp Suzuki 3 cyl. o/b motor w/stand and used less than 50 hrs. Boat, \$1,200. Motor, \$1,500. Or both for \$2,500. Phone (415) 591-3220.

MONTGOMERY SAILING DINGHY 7'11" All rigging and oars included, attractive and high quality. Will sell for \$1,000 obo. Call Cheryl in Sacramento, (916) 339-0543.

AVON 11-FT hard bottom inflatable (R.I.B.) with 25 hp Yamaha o/b. Forward steering pedestal, 3 gas tanks, deck, seat. Good condition. \$3,000. (415) 883-1647.

LASER, race ready, 2 sails, trailer, \$1,000. Will sell separately \$800/300. Call (415) 332-3332 (dys), 461-7608 (eves).

ZODIAC '84 12-FT deluxe wood transom, alum. floor boards, oars, inflatable keel. Takes up to 25 hp motor. \$300. Call Jim (415) 992-1234 (dys), (415) 435-9654 (eves).

15-FT INTERNATIONAL FINN US 650, Cook rudder, North sail, needle spar, mast, trailer, good condition. '93 tags. \$595 obo. (707) 428-3355.

HARD BOTTOM INFLATABLE DINGHY 12'6", 28 hp Evinrude, electric start, seats, steering, custom gas tank, DS, fish finder, Caulkins galvanized trailer. All in excellent condition. \$3,600. 521-4942, 769-9227 (eves).

SEVYLOR LIFERAFT/DINGHY model 96510. Capacity 4-persons, floorboards, oars, motor mount. Like new. Price \$500. (510) 339-1567.

16-FT YUKON INFLATABLE with steering station. 50 hp Mercury engine. Major fun. \$2,900. (415) 332-9038.

14-FT FLYING JR with trailer, 2 sails, life jackets, etc. See in San Rafael or call for info., \$800 obo. Geri, 721-7658.

NAUTIRAID RAID II folding kayak. 16' X 36" w/ olive green deck, black hypalon hull, built-in air sponsons. Seat positions and spray skirts for one or two paddlers. Two pair double paddles, rudder included. \$1500/offer. (415) 988-4475, (dys), (408) 370-9371, (eves).

AVON 8-MAN life raft. Avon R3.10 dinghy. (916) 583-6107.

THE ULTIMATE DINGHY. Boston Whaler, 1987 Super Sport 13, 40 hp Yamaha & trailer, mint cond. All safety & running gear, plus VHF, spare prop, cover & spare for trailer. \$7,500. Call (209) 276-5529.

22-FT TANZER, 6.5 hp Evinrude, 3 sails and spinnaker. Many, many extras. Well maintained in sail-away condition. \$4,000. Call Brian after 5:00 PM, (415) 922-5101.

ZODIAC 10.5, inflatable keel, 1984 boat and 10 hp Honda motor, trailer is 6 months old. New 2 piece, oak reinforced, 5/8 plywood floor with built-in seat/bow locker. Always kept in garage, extras. \$2,000 obo. (415) 780-5479, (dys), (510) 489-8543, (eves).

9-FT 6" SAILING DINGHY. Wooden boat Nut-shell pram design. Marine plywood construction. Spruce spars. Dacron sail. \$2,200. (415) 388-9309.

FJ, 1974 SAILNETICS, 1 set Pineapple sails in mint condition plus extra set, extra rudder and centerboard, all new running rigging, new Forespar tiller extension. Boat has always been kept inside or covered. \$1,400 obo. (415) 780-5479, (dys), (510) 489-8543, (eves).

ROWING SHELL "Pacific Single" 19-ft with "Concept II" carbon fiber oars, two years old, \$1,000. "Montgomery" 8-ft. rowing/sailing dinghy, \$650. 1.5 hp 'Cruise and Carry' o/b motor. Runs good, \$100. (415) 331-0910 or 331-5716.

12-FT NOUVARANIA hard bottom dinghy w/ Honda 4 cycle 15 hp, 25 mph, \$2,995 obo. Sea Recovery 25 GPH watermaker, 110 AC, \$3,900 obo. Echotec Plotter, \$1,200. Must sell. Call Walt at (408) 974-7564, (408) 395-0098. Location Sausalito.

1987 ACHILLES SPD10-GT (9'6") Sport boat. Aluminum floors. Maximum hp 9.9. Maximum capacity 1080 lbs. All original equipment. Stored for 5 years, used twice. Still like new. Current model sells for \$2,500. Buy this one for \$1,200. Call (510) 271-8031.

CONTENDER 16-FT single-hand trapeze racing sailboat. F/G hull, wood deck. Excellent condition. Includes trailer, trapeze harness, sails. Extra masts and foils. \$2,000. Call Rich at (510) 525-8006.

VANGUARD 470 SAILBOAT for sale. Excellent condition, includes Sportsman trailer. \$1,600 obo. Call Paul, (415) 941-8153.

LASER II, \$2,700. White hull & sails, red spinnaker. Includes Calkins trailer (white) with mast step and total wood hull support. All currently licensed. Purchased in '89 and has fewer than forty hrs. sailing time. Like new, come and get it. John Billmeyer. (408) 353-8152 or 353-3393.

24 FEET & UNDER

BE SOMEBODY, SAIL A BEAR. Historically the best for one-design Bay racing, cruising, camaraderie for over 60 years. SF Bear Boat Association can help you find a Bear of a boat. Affordable, classy, colorful history. Chris (510) 339-1071, Bob (415) 765-6904.

J/22, 1984. Race-ready, in excellent condition, KM, compass, bilge pump, lights, cassette. North main, jib, 155, 3/4 oz. spinnaker and gear, and trailer. \$9,950 for a performing daysailer. Contact Jerry, (208) 726-2286.

SANTANA 22 AFICIONADOS. Barbecue and gear sale. June 12th, 5 PM, Richmond YC. Overnight berthing available. Non-members are encouraged to come and take a look at the largest, friendliest Bay Area one-design fleet. Call (510) 525-9024 for more info.

RANGER 23, 1974. Single owner, well-maintained. 8 hp Evinrude, VHF, 125% lapper, 90% jib, class main, spinnaker, lines led aft, self-tailing winches. Strong racing class. Stiff and fast day sailer. Berkeley Marina berth. \$6,000. Call (415) 343-1867.

1967 SANTANA 22, 1991. 4 hp Evinrude, large sail inventory, trailer, standing rigging renewed 1985 through 1991. Freshwater sailed since 1973. Anchors, 8' alum. step ladder, tools, 12v battery. Everything goes at \$5,000. Bill Lester at (209) 474-8906.

CAL 24, sloop w/tandem trailer, DS, KL, VHF, 3 sails, porta-potti, compass swing keel, anchors, bow & stern pulpits, lifelines, great Bay & coastal cruiser. \$3,800. Call (510) 208-3440.

MARINE SURVEYOR

Serving all Bay and Delta Areas
JOHN HALLANDER, P.E.

• Sail and Power • Fiberglass, wood, metal • 40 years experience
• Free phone consultation • No travel charge • 24-hr service available
Pt. Richmond (510) 237-8412 Bethel Island (510) 684-3454

HARRIET'S SAIL REPAIR

2041 Taylor st. S.F.

771-8427

BOAT GRAPHICS WITH PERSONALITY!

In pressure sensitive adhesive vinyl/mylar.

From the simplest to the most elaborate we do it your way!

And you can afford it.

SeaScript (510) 651-7326.

HAPPY BOAT COMPANY

Marine Carpentry & Finishing

Bright Work • Deck Repair and Sealing • Custom Cabinet Work and Design
Mast & Boom Repair/Construction • Marine Plumbing • 30 Years U.S. & European Experience
Tony & Yvona Stockl (510) 370-7911

24-FT YANKEE DOLPHIN Sparkman & Stephens design hull #98, swing keel. Beautiful new paint job entire boat. New standing, running rigging. Harken hardware, UK sails, 8 hp Johnson w/alt. Teak interior, galley. Upwind Emeryville. For info, (510) 935-6862, M-F 8-4.

13-FT GUPPY SLOOP. Cabin (not cuddy) contains 2 6-ft cushions. Fixed keel. Custom trailer with long tongue for easy trailering. This is F/G version of *Tinkerbell* which sailed across Atlantic. Perfect for Estuary or Harbor sailing. Art Shaw, (510) 930-8378.

SAIL THE BAY ECONOMICALLY. Buy my Lapworth 24 sailboat, \$4,300. Well-built, well-equipped, well-maintained. 6 hp o/b. Coyote Point berth. (408) 269-7533.

1961 MERCURY SAILBOAT completely restored, trlr., full sails, metal spars, wood hull, built by Nunes Boat Yard, Sausalito. \$2,000 obo. Call (209) 298-8722 (after 5 pm wkdays or weekends).

24-FT WYLIE WABBIT, mint condition, fully race ready, with custom trailer. \$13,700. Call (303) 837-8252 and lv msg.

CATALINA 22-FT. Late 1988 model. Excellent condition, never in salt water. Trailer, custom cover, 6 hp o/b, jib, genoa, and main sails, wing keel. Clean boat led the good life as a lake sailor. \$10,000. All offers considered. (707) 437-3308.

STAR IN EXCELLENT CONDITION with galvanized trailer, ready to sail with all the latest gear and excellent sails. Call Dave Oliver, (510) 865-2108, Rich Pipkin, (510) 521-9438 or Howie Marion, (510) 530-6050 for more details.

19-FT CAPE DORY near new headsail, 5 hp Seagull, long shaft. Great Bay boat for beginning sailor. Stiff, forgiving, fun to sail. Seat cushions, self-bailing cockpit, ready to sail. Good berth at Paradise Cove. \$3,400. (415) 924-0164.

MOORE 24 SC, 1984 cabin model w/trailer. Both excellent. New 3.5 Nissan o/b, Fortress anchor, battery, solar panel, etc. 3 jibs, main & spinnaker. Harken roller furling. Fast, fun boat. Not a better one around. \$13,500. (707) 884-4136.

18-FT LAGUNA 1987 *Weekender*, shoal draft w/ 8' beam. Great sail inventory. Lines lead aft to cockpit. 5 hp Honda o/b. Trailer with Surgebrakes/telescoping tongue. Two custom covers, many extras. Better than new condition. \$9,995. (510) 828-0275, Dan.

RANGER 23, Royal Flush. Most tweaked Ranger on Bay. Has everything: magic boxes, quick vang, custom traveler, spring engine mount, new boom, racing bottom, exc. sails, etc. Featured in *Bay and Delta Yachtsman*. Berthed in Sausalito. \$10,800. Dan, (707) 544-4454.

CATALINA 22, 1974. Excellent condition, swing keel, tilt rudder, trailer, pop-top w/cover, 4.5 long shaft Evinrude, factory galley. Main w/jiffy reef, jib 110 & 70 (new), 150 genoa. Halyards aft. Stored out of water under cover. \$3,400. (510) 754-3093.

19-FT CAPE DORY TYPHOON, 1977. 4 hp Nissan o/b. New anti-skid deck paint, halyards, compass. 3 sails, anchor. \$6,500. Located Monterey. (408) 624-6606, lv msg.

CAL 20, very clean. Trailer, 6 hp Evinrude, adjustable backstay, new keel bolts & epoxied keel. \$2,500. See at Alameda Marina, dry storage #542. Phone Walt, (510) 793-8794; Jack, (510) 656-0258.

SAN JUAN 21, 1980. 5 hp o/b, 4 bags of sails, Autohelm, Caulkins trailer. \$3,500. (510) 523-7393, (pls lv msg).

RANGER 23, 1976. Bay-rigged, tabernacle mast step, toe rail, good condition, hauled out every year. Includes basic sails, spinnaker, 6 hp Johnson o/b, new sail & winch covers, DS, radio, and other extras. Asking \$4,500. (415) 382-9194.

SIDNEY 21, hull #7, year built 1965. 7.0 Mercury o/b. Galley, sleeps 4, extra equipment. \$1,000 obo. (707) 643-5380.

23-FT 1980 DOUBLE ENDER M.F.S. Vashon 13 hp 2 cylinder Volvo diesel, 2,000 engine hrs., window, canvas cockpit cushions. Inside & tiller steering, lots of extras. \$9,000, firm. 435-4279.

STONEHORSE 23-FT. Excellent Bay and Delta cruiser. Easy single handed sailing. New Universal diesel, low hours. Loran, VHF, DS, Autohelm 1000. Comfortable and well equipped. Must see. Must sell. \$8,500. (415) 255-4844 Regina.

SANTANA 22, main, jib & genoa, hull #267. Good condition, no motor. Berkeley Marina, downwind berth. \$3,300. Will consider leasing for 1 year, for \$150/month. Call (510) 526-7032.

BUCCANEER 24-FT, 1975. Main w/reef, 3 jibs sail cover, VHF, compass, boomvang, whisker pole. Galley, enclosed head, sleeps 6, 20 gal. water tank, 6' headroom. Mercury 9.9 hp o/b electric start. Less than 100 hrs., 2 batteries. \$4,500 offers. Hal (415) 961-5586.

470, 1984 VANGUARD INT'L Really clean, high performance racing with trailer. Nice suit of Ullman sails. \$2,000. Call Greg, (415) 924-8658 or (206) 376-3123.

FLICKA. Finished by Pacific Seacraft in 1978. Upgraded 1989 with new sails, winches, o/b, head, VHF, Loran, Autohelm, Datamarine log and depth, ground tackle, rigging. Has black hull, cutter or sloop rig, all lines led aft. Sausalito slip. \$13,900. (916) 583-9319.

CATALINA 22, swing keel, Evinrude 6, extending trailer - no rust. 2 mainsails, 1 jib, 1 genoa. DS, many other extras. All lines led aft. Braced for racing. Stored last 8 years under cover. Great shape. \$4,500. (408) 462-0924.

SANTANA 23, dagger board keel w/trailer. Needs minor T.L.C. Must sell, best offer. (415) 488-4676.

WEST WIGHT POTTER, 15-FT. Sail in style. Cruise Delta, Tahoe, whatever. Great, safe boat. Looks like a little seaboat. Good condition. Includes o/b and trailer. Asking \$3,200. Call (510) 447-5055.

21-FT BUCCANEER. Beamy shoal draft cruiser. Spacious cabin accommodation with standing headroom. Full galley, sink, dinette, head, sleeps 4. 5 sails, 6 hp o/b in good condition, not used. Asking \$2,500. Must sell. Best offer takes. (805) 544-1292.

19-FT PETREL, Chas. Mower design. Beautiful wooden daysailer in great condition. Ballast centerboard, large cockpit, cushions. Full cover, custom trailer. British Seagull o/b. Two-boat owner. One must go. Stable and delightful sailer, suit wooden boat enthusiast. \$2,500 obo. Call (805) 543-3566.

CATALINA 22 fixed keel, pop-top, 6 hp Johnson, 5 sails, self-tending jib, all lines led aft, whisker pole, boom vang, sail covers, VFS, DS, head, stove, extras. \$2,900. (510) 625-9121.

MERIT 23 WING KEEL, with trailer. Excellent condition, only sailed 5 times, always dry-docked, 3 sails, complete spinnaker gear, stow away galley w/sink. Roomy V-berth & dinette. Great Bay & trailerable boat. Like new, only \$5,000 obo. (510) 769-1628.

DEL REY 24, 1967. Well maintained sturdy Bay boat. Singlehanded sailed. Lines led aft. Full keel, VHF, DF, Autohelm, bottom paint 4/92. Main, 2 jibs, 6 hp o/b. Vallejo slip. \$62.50/month. Jim, (707) 226-2714. \$3,993.93

WILDERNESS 21, 1981. Excellent condition. 3 sails, rebuilt o/b, fantastic sailboat. Sistership sailed the TransPac singlehanded. Worth \$5,000 plus. I bought a bigger boat and must sell. Try \$3,500. All offers considered. Coyote Point berth. Call (408) 247-4009 (after 6 PM).

FREEDOM 21, *Felix the Cat*. Very nice condition. All controls lead back. A single hander's dream. Lazy jacks. Full battens. Improved single-line jiffy reefing. Gooseneck improved and raised 8". Recut main. New Pineapple light air staysail on Harken furler. New Honda 8 hp o/b. Factory renovated knot and depth meters. Silva compass. New cordage. Lunch hook, drogue and dock lines, plus somewhat worn spinnaker with gear but lacks chute. Located in Redwood City. \$7,995 obo. (415) 367-5050.

20-FT HIGHLANDER, by Douglas & McLeod, Schock. Molded mahogany plywood, glassed. A planing, but safe family daysailer and cruiser? You'd better believe it. Working sails, 150%, spinnaker, 6 hp o/b trlr. An oldie but goodie. \$990 obo. (415) 948-3010.

GLADIATOR 24-FT, 1965 *Run Free*. Lapworth designed "plastic classic" winner. Custom inboard Yanmar dsl, Harken furling jib, 2 mainsails, spinnaker. One owner 28 yrs. Recently hauled, no blisters. Custom spade rudder. Offered at \$4,600. Call Peter (415) 495-4911 (w) or (415) 469-9150(h).

FLICKA 20, 1978. 9.9 o/b, knot, depth, VHF, AP, dodger, bimini, pocket cruiser you should see. Good condition. \$14,000 obo. (510) 865-3263. Joe Potter/Janet Westover, 1150 Ballena Blvd. #124, Alameda, CA 94501.

24-FT BRUCE FARR DESIGNED Northstar 727, fast, fun Bay & ocean racer/cruiser. Stable, planing hull, superior sail inventory, head, galley, sleeps 4, KM, DS, VHF, o/b, Harken & Barient gear, trailer. Asking \$8,500. (415) 332-5970.

18.5 CAPE DORY TYPHOON, 1975. Single owner, great shape. Comes with o/b, anchor, full boat cover. \$5,600. Trailer available. Call (510) 656-2810.

17-FT O'DAY Daysailer II with Lil' Dude trailer. Good condition. \$1,450 obo. (707) 263-4818 (eves).

CATALINA 22, 1980. Swing-keel w/trailer, 7.5 hp o/b, DS, VHF, compass, bow & cockpit railing, lifelines, swim ladder, anchor, pop-top, galley, porta-potti. The perfect boat to start fulfilling those dreams of sailing. \$3,750. Please call, (510) 706-8263 (wk), (510) 778-2334 (hm).

CAL 20, 1969. Very good condition. Lines lead to cockpit. Great Sausalito berth. \$1,350. Call (415) 826-7946.

SANTANA 22. 3 mains (1 Pineapple), 1 jib, whisker pole, 10 hp Honda o/b, stove, head, sleeps 4, extras. Fabulous boat to learn to sail the Bay in. In SF. Call Jan at (415) 731-2609, lv msg. \$3,500 obo.

1984 WEST WIGHT POTTER 19-FT, 4 hp o/b w/ generator, electric keel hoist, slid up rudder, Harken furler, tilt trailer w/5' ex towing, all in great shape. \$5,000 obo. Bud, Burlingame, (415) 579-7337, Jim, Santa Cruz, (408) 438-3890.

VENTURE 21. Swing keel, main & jib, trlr new tires, 4 hp Evinrude, head, bunk cushions, roller reef boom, KM, new rigging & sheets, exc. cond. See at Alameda Marina dry berth #723. \$2,150. Call Ken (415) 872-5914 (dys), (415) 592-6395 (eves), lv. msg.

O'DAY 22, with Santa Cruz slip. Mast tabernacle. New over-sized standing rigging. Trailer, new 4 hp Mercury o/b, compass, main and 2 jibs, ground tackle, new VHF, extras. Consider trade for inflatable, cruising gear, etc. \$3,200 obo. (408) 439-0969, (415) 358-7922 (dys).

19-FT O'DAY MARINER, 1963, fixed keel daysailer. Boat includes new Hood sails and trailer. Boat is complete, ready to be launched and sailed today. Great Bay boat. Asking price \$2,700. (707) 792-0926.

SANTANA 22, new rigging 1991. 7.5 hp Honda o/b. Lines lead aft. Berkeley D/W slip. Ready to cruise the Bay. \$2,200 obo. (510) 449-6176.

22 PEARSON *Electra* full keel classic 1965. 5 sails including cruising spinnaker. Recent brightwork, porta-potti. \$2,000. Trailer available. \$500 obo. (916) 581-4527.

MONTGOMERY 17. Roller furling jib, bow pulpit, forward hatch with vent, 3 deck winches, Tri-color lights, upgraded interior, curtains, fresh water system, galley, custom bedding, storage nets, 12V system, Trailrite trailer with spare. Much more. Can deliver. \$6,285. (916) 457-4289.



SF Bay Charters & Sailing Instruction
Customized instruction, Very competitive rates
Congenial CG-licensed skipper • SF airport location
Modern, fully-equipped, 39' performance sloop
Oyster Yachting, (415) 871-5163 for brochure

TRADITIONAL DESIGNS FOR SAIL AND OAR

Quality Wood Construction - Built to Order
Day sailers, Yacht Tenders, and Prams
Gordy Nash's Whitehalls and Dories
STEVE NAJJAR, BOATBUILDER (415) 323-3887 • 856-6209

WEST WIGHT POTTER

15-ft., sleeps 2, 475 lbs., \$5,995
19-ft., sleeps 4, 1,225 lbs., \$8,995
Trailerable cruisers easy to launch, rig, sail, & beach.
Fast safe, comfortable. Beautifully finished. (800) 433-4080



EAST BAY SAIL CLEANING

One week on sail repairs.
Free estimates.
Bogart-Goring Sailmaker
(510) 523-9011

HUNTER 23 former boat show model, many upgrades. New Cruise Pac equipment: anchor and line, life jackets, horn, throwable device, bilge pump, Chapman's Manual, Hunter Manual, new porta-potti. Mast lifting system. Galvanized trailer. Much more. Can deliver. \$10,850. (916)457-4289.

18'6" CAPE DORY WEEKENDER, 1974. Main, jib, genoa and spinnaker sails. 1990 Evinrude 4 hp o/b. Twin axle trailer. Good condition. \$4,000 firm. Call Bill (510) 236-0337.

ISLANDER BAHAMA 24. Tough, Bay/Delta cruiser, clean, well maintained. Honda 10, new main, 2 jibs, one self-tailing, VHF, delta covers, 2 anchors, porta-potti, halyards to cockpit, full cushions, dinette, sleeps 4. Delta berth available. \$4,950. (510) 672-2910.

25 TO 28 FEET

NEWPORT 27s '79. Atomic-4, VHF, RDF, 12vdc & 110vac shr pwr, rlr fring jib, wheel, grnd tackle. Beautiful teak intr w/galley, head w/hldng tank & shwr, slps 4-5, 6'4" headrm & more. Sonoma-Marin berth. Great Bay & coastal sailer. \$13,500 obo. (707) 838-0964 (hm).

CATALINA 25, 1982. Keel, Honda o/b 7.5 hp. 3 sails, compass, DS, VHF, dual batt., one gelcell, batt. charger. Newly varnished. Shore power. Excellent condition. \$8,500 obo. (707) 252-6711 (day), (707) 255-4609 (eves). Ask for Bernard.

28-FT HAWKFARM active one design fleet. This is a great boat to race or to cruise on the Bay. The one design class is a very competitive, fun group of people. Please call (510) 937-7024, for more info.

CATALINA 27, 1978. Tall rig, full batten main, new club jib, spare jib, 150% genoa. Traditional interior. 9.9 Evinrude, electric start, cockpit control. Autohelm 2000, new head and holding tank, 1992 bottom job. Freshwater boat. Clean, in excellent condition. Ready for spring racing/cruising. \$9,000. (C 16) 684-5284.

CAPRI 25, class sails, blister-free bottom, possible lake slip. (916) 488-5109.

CORONADO 25. Great shape. Dodger, VHF, DS, KM, new Evinrude 9.9 electric start, remote controls. Many sails, new club jib, 3rd overall '92 Delta Ditch Run. Veteran Monterey, Bodega Bay. Delta freshwater boat. \$4,300. (209) 957-4905, eves.

SANTA CRUZ 27, 1979. Excellent condition. 11 sails, inc 3 spinnakers, blooper, staysail, 5 headsails, o/b, new paint, fast. \$9,900. Call (510) 339-3612.

CATALINA 27, 1978. Dinette model, Pineapple main & 110% jib + 150% & 85%, o/b Merc. 15 hp Autohelm, 2 batt. system, s spd. winches, lines led aft, DS, KM, VHF, compass, dodger. \$9,500. Call (916) 920-8204.

COLUMBIA 28, 1968. Excellent condition. Hauled, surveyed, painted 4/92. 3 sails, 12 hp o/b, VHS, KM, DS, TS. Sleeps 6. No blisters. See this one first. \$11,500. Richmond Marina Bay, Call (510) 778-1937 (after 6 PM).

26-FT THUNDERBIRD ex Tacit. New paint, full sail inventory, deep water berth. A solid sound vessel. Must be seen. \$2,900 obo. (415)457-5608, lv msg.

BALBOA 27 New items added in '92, 8 hp o/b, Loran, VHF, roller furling, alcohol stove, DS, bottom paint, trailer in great shape w/new tires, Marine head w/14 gal. tank 25 gal. water, 2 sinks. \$12,000 obo. (707) 576-0934.

MacGREGOR 26, 1989. Water ballast, dagger board, main furling system, working jib, genoa, spinnaker, E.S. 9.9 Evinrude, boarding ladder, cockpit cushions, trailer w/galvanized-free backing brakes and spare tire. \$8,000. (415) 312-0363 (wk) (415) 390-9655 (hm), Tim.

ERICSON 28, 1984. Roller furling, new sails, new dodger, dsl., wheel, Loran, VHF, speed/depth, 2 speed winches, new bottom, many spares and upgrading. Will assist delivery. \$24,500. (619) 281-9820.

CAL 2-27. Excellent condition, custom teak interior, new bottom, gas tank and survey, Atomic 4 low hrs., VHF, stereo, KM, depth finder, Lewmar 40 winches. Numerous extras. Enjoyed by only one family, will finance. \$13,900 obo. Info., (510) 521-0581.

WYLIE 28, 1976 Manitou, 14 bags, 3 spinnakers, Yanmar, VHF, KM, DS, WS, AW, AP, stereo, epoxy bottom in '92. Race ready. Lying Portland, OR. \$19,500. (503) 240-1990.

28-FT ISLANDER, 1977. Absolutely sharp. Tabernacled mast, wheel steering, Mariner roller furling, Atomic 4, teak and oak interior, main, 115%, 130%, 150% and storm jib, 100 VAC shore-power system, holding tank with macerator, four primary winches, VHF, windspeed, knot/log, Autohelm self-steering and more. (805) 656-7027 or (805) 985-1704.

SANTA CRUZ 27, '86. Trailer, o/b. Santa Cruz slip. 1 year sub-lease available. \$15,000. (408) 338-3543.

ERICSON 26, 1967. Excellent condition. The following new 1992: Haul and bottom paint, all standing rigging, new North full batten main and jib, new Honda 4-stroke 8 hp. Upwind Berkeley berth. Moving to Kansas. Ouch. Sacrifice at \$5,000 for quick sale. (510) 644-9537.

COLUMBIA 26-FT, 1969 MKII large cabin, new upholstery, built-in water & gas tank 9.9 Evinrude ele. start. VHF depth sound KM, 5 sails. \$4,900 obo. (415) 328-8757.

CORONADO 27, 1974. Great condition, large cabin, KM, VHF, 10 Honda o/b. All wood refinished. New dodger & sail cover. Head, galley, sink, ice box, alcohol stove, main w/jiffy reef & 110 jib. \$5,000. (510) 754-3093.

PACIFIC SEACRAFT 25, 1977. Yanmar, dual batteries, flux gate compass, VHF, anemometer, Autohelm, anchors. 4 sails. Self-tailing winches, dodger, teak deck, galley with water. Toilet, lots more. Well maintained. Needs blister repair. \$15,500. Located Monterey. (408) 624-6606.

25-FT DIESEL SLOOP, F/G fin keel built in Holland. Older boat in need of paint. Good hull no blisters. Sleeps 4. Knotmeter, DS, head & galley, near new sails. \$3,500 obo. (415) 485-6044 (dys), (510) 428-0153 (eves).

ERICSON 28, 1984. Roller furling, new sails, new dodger, dsl., wheel, Loran, VHF, speed/depth, 2 speed winches, new bottom, many spares and upgrading. Will assist delivery. \$24,500. (619) 281-9820.

WESTSAIL 28, a true cruising boat. Factory finished, Bristol condition. Just a taste of what is on board: SSB/HAM, radar, windvane, refrigeration, WX fax, life raft, 2 EPIRBs, cruising spinnaker. This boat is a must to see or compare to all others. For info. or complete equipment list, specs, and photos, call (619) 631-4452.

CATALINA 28, 1991. Loaded with dodger, refrigeration, AM/FM, CD, stereo, 2 headsails, Soling rig, full head, VHF, knot, depth, wind point/speed, propane stove. 3 batteries with charger, fresh water boat kept in Stockton. Hauled and painted 4/93. \$44,000. Call (916) 684-4904.

CATALINA 27 Outboard, good condition, spinnaker and all the gear. 3 jibs, great for race or cruise. \$7,500/offer. (510) 680-0467.

WESTERLY CENTAUR 26-FT. A rugged seaworthy, seagoing, spacious and handsome sailboat. Twin keel with flared "knuckle" bow for dry comfortable cruising and sailing. Designed by Laurent Giles, built in England to Lloyds of London specs. Cabin has full standing headroom and spacious accommodations. New Volvo Penta diesel, 3 cyl., fuel tank, lines, filter. New main and jib. Recent haulout and bottom job. Health forces sale. \$13,500. (415) 388-5251.

BUY OF THE MONTH. 1957 glass over mahogany sloop with bowsprit. Bristol condition. Too much to list here. Can be inspected at Pelican Harbor. First dock south of Margaritaville in sunny Sausalito. Lisa won't last long at \$4,000. Did I mention the inboard motor? Call Capt. C.J. at 332-7003.

26.5-FT SPIDSGATTER, 1957 bit in Denmark, teak deck, Honduras mahogany throughout. Volvo MD-2 engine. Needs some work. Best offer. (510) 658-1024.

GOLDEN GATE 25-FT. Classic Bay boat, hull #18. Active YRA one design class. 5 hp Nissan o/b and much more. Must sell. Only \$3,500. (415) 488-1715.

25-FT MacGREGOR. Good condition, trailer, Honda o/b. Sleeps 4, porta-potti, pop-top, 4 new sails, swing keel, sail cover, extras. (408)395-5822. \$3,650.

SANTA CRUZ 27. 3 mains (one Sobstad 1 hr. old), 3 chutes, 4 jibs, Loran, must sell. \$6,500 or make an offer. Marty, (415) 593-5449.

EXPRESS 27, the best one-design. New mast, boom, and rigging. Two suits of kevlar sails, one set of blade, main, and spinnaker new. \$20,000. Will consider 1/2 partnership, \$10,000. 852-9960.

COLUMBIA 28, 1967. Atomic 4, new gas tank, hauled out 3/92, 3 jibs, 2 mains, spinnaker, whisker pole, fin keel, compass, radio, other extras. A bit rough but a good buy: \$4,000 obo. Call (415) 296-0510.

1978 CATALINA 25, swing keel, pop-top, sleeps 5. 9.9 Johnson electric start, VHF, compass, AM/FM, radio cassette, etc. including 2 axle trailer, easy loader. All in good condition. \$10,500 obo. Call (408) 997-2365 (lv msg).

NOR'SEA 27, 1990. Rare aft-cockpit model. Exc. cond., 4 sails, Yanmar, Barient STs, DS, VHF, Loran, Cybernet stereo, etc. Many custom features, beautiful teak/ash interior, solar panel, trailerable, 2 anchors, proven cruiser/liveaboard. \$49,000 obo. (415) 252-6438 (msg).

TARTAN 27, 1973. Own a classic. New Atomic 4, new upholstery, 4 jibs, sleeps 5. Very solid offshore, great Bay & Delta boat. Good condition. (408) 227-8161.

25-FT CORONADO. Solid dependable, Bay/Delta cruiser. Sleeps 5, toilet, sink. Jib, new main, sail cover, running rigging, boom. 6 hp Johnson. Bottom painted, new thru hulls, 1/92. Regular use, maintenance, clean. Fortman Marina, Alameda. E-7. \$2,975 obo. (510) 521-5760.

1989 BENETEAU 28.5. Excellent condition. Sailed less than 20 times. All teak interior. Good sails, like new. \$26,500. Doug, (817) 430-8152.

HAWKFARM 28. Locally designed and built for Northern Calif. sailing. This contemporary classic is fast, affordable and fun. Boat and sails in good condition. Low, no haggle price. \$10,000. (707) 257-3577.

77 ABBOTT SOLING and trailer, #687. Both in excellent condition. Lots of race and practice sails and gear. \$4,950. (408) 457-8542.

NOR-CAL COMPASS ADJUSTING

Magneuto™ System Exclusively

1. Boat Remains in Berth
2. Owner's Presence Not Necessary
3. Eliminates Deviation

Dick Loomis

(415) 453-3923 days or eves.

BOAT LETTERING

SIGNS GRAPHICS

WOODCARVING

PETER KAHL STUDIO ARQUES SHIPYARD SAUSALITO 415-332-6608

PROFESSIONAL DELIVERIES by Jordan's Yacht Services

Power or Sail - Worldwide or Local
by USCG Licensed Master - Oceans, 200 Ton
Cruise or Passage Consulting
Captain Jordan • (800) 788-5551

JACK MACKINNON

ACCREDITED MARINE SURVEYOR

MARINE SURVEYOR, APPRAISER

(510)276-4351

GEL COAT PROBLEMS?

Caught in the gotta-strip-syndrome?

There are reasonable, cost effective, alternatives. Factory glass & gel repair, color matching, blister repair, high tech barrier films, inexpensive consulting, work guaranteed. (415) 383-6606.

DUFOUR 1800 26-FT, 1984

Volvo diesel, 5 sails. Beautifully built, strong, comfortable, French boat. Too busy doctor/owner, ready to take a loss. Hurry! (916) 441-6988, Tom. Page (916) 762-5847.

CORONADO 25, 1968. Better than average condition. Tabernacled mast, adjustable backstay, Evinrude 6 hp, VHF, battery charger, 110V, compass, horseshoe & lifejackets, whisker pole. Good headroom, sleeps 5, galley, thru hull head. Santa Cruz slip. \$4,500. (510) 672-8352.

CATALINA 27. Excellent condition. 8 hp o/b Johnson Sailmaster, updated interior, racer/cruise ready. Stereo, VHF, K/LM, DS, wind, 2 compasses, 6 winches, North F.B. main, 100%, 120%, spinnaker. New canvas covers. Must sell, make offer. (408) 336-2672.

1977 NOR-SEA 27. Center cockpit, too many options to list. Has cruised Mexico for 2 years and is fully equipped to continue. Currently located in Mexico, but deliverable almost anywhere. \$42,500 obo. (503) 246-9228 for details.

CORONADO 25. 9.9 hp electric start Evinrude o/b in well, VHF, radio, DS, compass, jib & roller main, flares, anchor, nav. lights, porta-potti. Ready to sail. Includes Coyote Point berth. Great starter boat. \$5,000. Call Tony, (408) 447-5629.

25-FT LANCER, 1977. VHF, depth, knot, 3 sails, solar panel, cockpit cushions, 9.9 o/b, new bottom paint this year, trailer. Very clean inside and out. Shoal draft, excellent lake or Delta boat. Extras. (916) 689-4021.

NEWPORT 28, 1975. Atomic 4, teak int., teak dish cabinet, alcohol stove w/oven. Sleeps 6. KM, DS, VHF, stereo, 2 new batteries, 2 anchors, two speed Barients, Pineapple sails, M, 110%, 90%. Good cond. Delta slip. \$11,950 obo. Call (916) 331-2290.

NEWPORT 28, 1979. Beautiful boat, excellent condition. Fast cruiser, sleeps 6. Atomic 4 in-board, tiller, VHF, DS, KM. Nice galley, head, shower. Teak interior. Plenty storage. Safe, comfortable, fast and sharp. Sacrifice \$12,500. Shown weekends. (415) 564-1194.

27-FT U.S. YACHT, 1981, Volvo diesel, pedestal wheel with compass, cruising spinnaker, DS, KM, VHF, stereo, H/C pressure water, roomy interior, San Leandro berth. \$11,000/offer. (408) 749-8339.

INTERNATIONAL FOLKBOAT 26-FT, 300 hrs. on BMW inboard diesel, great Bay and Coastal pocket cruiser. Needs TLC. \$12,000. Call (408) 225-6540.

CATALINA 27, 1977. Great condition, Deltaberth, inboard Atomic 4, main, 3 jibs, compass, VHF, DS, KM, AM/FM cass. stereo, dinette, dual batteries w/charger, auto bilge pump, shore power, head w/holding tank, 2 anchors w/chain + line. \$8,500/trade up. (916) 487-0534.

26-FT THUNDERBIRD sailboat. Well maintained. Comes with great Santa Cruz slip. 6 hp motor, full inventory of sails, complete. Sturdy solid boat. Great starter boat/liveaboard. \$2,990. Call (408) 462-0890.

26-FT AWARD SAILBOAT. Heavy duty Bay or bluewater boat propane gas stove, 3 jibs, 15 hp diesel engine. \$4,500 obo. Call Steve at 239-8239 or Pat 355-5937.

CAPRI 25, race or cruise ready, 8 sails all good or better condition, many Harken upgrades. 3.5 hp Nissan o/b. Modified high performance keel. New bottom Feb. '93. Must sell. \$5,900. (209) 478-2642.

CORONADO 25, 1968. 2 yr. old Evinrude 8 hp, custom Pilothouse hatch with 6'2" headroom, 2 mains, 2 jibs. It's the first boat on the left at Gate 4, Oyster Cove Marina. \$3,000. (415) 615-0654.

MacGREGOR 26-FT, 1989. Not in water last two years, new condition, 8 hp Johnson o/b, 2 hrs, sleeps 6, main and jib, centerboard and water ballast system, trailer, radio, porta-potti, pop-up w/dodger, must sell \$8,000. Call Loren, (707) 433-4808, wk, (707) 838-7067, hm, in Santa Rosa.

CAL 27. Excellent family/singlehand bay boat. Rigging, roller furling foresail, and hull paint 3 years old. Two stage jiffy reef in main. Total control from cockpit, dependable safe boat. Autohelm, lifejackets, whisker pole. I have moved to Colorado, no water. \$6,000. Contact Hugh Jones, (510) 533-4244 or Bill (800) 752-1901.

ATKIN-DESIGNED 25'5" LOA classic gaff sloop, built by Dean Stephens, Mendocino, launched 1981. Fir on oak, ironbark, apitong, Honduras mahogany cabin, teak, walnut, varnished spruce spars, bronze and stainless. Lead keel. Cozy interior, sitting headroom, new cushions, galley counter with sink. VHF radio, DS, Volvo diesel, new bronze rudder shaft '92. Tanbark sails, full canvas boat cover. Beautiful traditional pocket cruiser, possibly the prettiest wooden boat on the Bay (see "Sightings", May '90). \$15,500. For further information please call (415) 332-9231.

28-FT TRITON #248, Yanmar diesel, new teak trimmed interior, improved structural mast support, 133 cubic feet of underwater volume, generous freeboard, liveaboard headroom w/4 berths, two speed winches, new boom & cushions. Myron Spaulding (415) 332-3721.

ISLANDER BAHAMA 26-FT. Cabin cruiser, excellent condition, well equipped. One: main, 35 hp OMC, VHF, AM/FM cassette, depth, knot, whisker pole, Autohelm, flare kit, repair kit, integral tarp, rope ladder. Two: compasses, extinguishers, batteries, chargers, hand pumps. Three: Jibs, anchors, charts, lifejackets, nav lights. New: sheets, zincs, seats, table, fan. Refrigerator, stove, 2 sinks, head, BBO, phone w/jack. Beautiful, roomy galley, high pleasure, low maintenance. Must see. \$9,900 obo. Sarah, (510) 601-7776.

CATALINA 27, 1978. Excellent condition. 9.9 Evinrude with electric start inboard controls. New dual batteries, charger, shorepower, heaters, AM/FM stereo, 1992 bottom. Very clean inside & out. \$7,900 obo. A must see; must sell. (415) 456-9155.

CORONADO 25, 1969. Cat 27 rigging/spreaders, new bottom - 3/93, main + 70, new 110, 150, spinnaker, VHF, KM, all lines aft, upwind Berkeley berth, 6 hp Evinrude, reinforced mast. \$6,500 obo. Call (415) 442-6678 (lv msg).

ISLANDER 28, 1979 new wheel, new rigging, roller furling jib, Volvo dsl 350 hrs, self-tailing Barient winches, KM, depth, 2 compasses, 2 batts, stove, charcoal boiler; the list goes on. Owner may help finance. 388-4818.

CAL 25. Awesome starter or racer. 2nd in Oakland/Catalina race. 4 jibs, 2 Mylar, tri-radial chute, 9.9 hp w/electric start. Oversized rigging, all lines led aft. Free lessons. Reduced to \$5,892 obo. I love this boat. Mike, (510) 373-8472.

COLUMBIA 26 MKII, Awlgrip hull, 7 sails w/new Larsen main & jib, running rigging to cockpit, Johnson 6 hp, Santa Cruz slip available. Priced to sell at \$4,900. (408) 425-7469.

COLUMBIA 26. New mast, rigging, VHF, interior upholstery. 2 batteries & timed charger. Stereo, custom cabinets. 3 sails. 7.5 hp o/b. Emeryville. Female owner seeks male or female partner. \$2,000, will consider full buy-out offer. Cathy (510) 839-9432.

1977 27-FT O'DAY. Great condition, good sail inventory, marine head, alcohol stove, good bottom, no blister history. \$12,000 obo. Call (707) 437-0208.

CATALINA 27, 1980. Excellent condition, worth your time to see, new bottom 5/93, superior racing history, inboard Atomic 4-low hrs., 2 mains, 4 jibs, spinnaker, VHF, KM, DS, compass, AM/FM cassette, dual batteries, 6 winches. \$11,900 obo. (707) 446-9062, John.

CATALINA 27, 1984. Great condition, loaded, nearly all factory options and custom gear including: 18 hp dsl, wheel, AP, ST winches, 3 jibs, lines aft, dodger, VHF, depth, speed, stereo, LNG stove, epoxy bottom and more. \$17,500 obo. Call to see and sail. (707) 573-8480.

CHEOY LEE OFFSHORE 27. F/G Mexico 1986-89, epoxy bottom, Awlgrip topsides, exhaust system, Westerbeke 2 cyl. dsl, shrouds, Forespar club jib/rig, Harken main traveler, 4 cruising sails, 6 total, can deliver, trailer. \$13,900. Call (415) 331-7576.

CORONADO 27, elderly 1972 but in compliance with survey directives, stalwart and pristine, main & club jib, cockpit cover, enclosed head, galley facilities, sleeps 5, new motor, classy cushions & carpet, excellent learner or sea-going. \$8,500. (510) 236-3631.

ERICSON 27, 1977. Atomic 4, wheel steering, main & 2 jibs, 2-speed Barients, depthsounder, VHF, full headroom, sleeps 5, cockpit cushions, Delta awning, a good all-purpose cruiser/racer. Berthed in San Rafael. \$12,500. (415) 388-2292.

CAL 27 MARK III, 1985. 25th anniversary model in excellent condition. Inboard diesel. Enclosed head with shower. Pressurized water. Full galley. Sleeps 4. VHF, Loran, digital depth, KM, 2 APs, new Navik windvane, full race gear. 5 headsails & 2 spinnakers all in great condition. Barient winches, double headfoil. Complete 12V and 110V systems. Epoxy bottom. PHRF 192. Great boat for local cruising and YRA or club racing. Must sell. Buying larger boat. \$18,900. (415) 931-9001.

CHRYSLER 26. Swing keel, galley, frig., h/c water, enc. head, AP, o/b, VHF, fireplace, BBO, AC/DC, singlehander/weekender. \$6,900. Call (510) 523-6072.

ISLANDER 28, 1982. Diesel, tiller, 4 jibs, 2 mains, spinnaker pole, KM, VHF, DM. Stereo, TV, teak interior, galley, head, auto tiller, 2 batteries. Excellent Coyote Pt. berth. \$19,500. (415) 368-7692, ask for Paul.

29 TO 31 FEET

1969 CHEOY LEE OFFSHORE 31-FT cruising ketch. F/G hull, teak decks, wheel steering. VHF, RDF, KNT, DPTH. Kerosene cook stove, Cole wood heater. Volvo MD2 diesel. Classic modified Herreshoff design. \$27,950 obo. See to appreciate Vallejo YC (707) 644-6892, eves.

TRIPP 30-FT. Sail storms without pounding. Solid Dutch classic sloop by Van Lent & Zonen. Full keel, F/G. New Yanmar dsl. 1961 hull #24. Roller furl, main & genoa. 5 sails plus spinnaker. New rigging, VHF, stereo. Like new. \$15,000. (408) 662-0678.

OLSON 29, hull #8, built Jan. '86 at Pacific Boat Works. Fast & fun, excellent condition. Lots of extras. Successful race record. 14 bags of sails. Original owner. \$26,000. Call Bill (707) 643-3590.

CAL 2-29. Built 1978. New diesel. Loran VHF, DS, KM, wind spd and direction. Very clean and ocean ready. Many extras. \$22,500 obo. (415) 586-8173.

30-FT TAHITI KETCH FOR SAIL. Classic double ender, tanbark sails, Volvo dsl., VHF, DS, COR w/rode. Clean, strong, turn key & go. \$25,000, boat. \$30,000 boat & Monterey Bay slip. (408) 475-4468.

1978 CATALINA 30, Extended rig, dsl, new standing & running rigging, 80%, 150%, new main, pressure water, SSB, white/cream/dark green. \$23,500. Sausalito slip. Call Tom, 472-3422, dys. 388-6154, eves.

PEARSON 30-FT, 1975. Atomic 4, great condition, radio, roller jib, all gear, \$16,000. Call (415) 377-0301.



MARCO POLO YACHT DELIVERIES
Professional deliveries done anywhere, anytime.
ATTENTION RACERS!! GROUP DISCOUNTS AVAILABLE!!
Racing to Santa Barbara? Catalina? Hawaii?
Over thirty USCG Licensed Skippers w/ Experienced
Crew ready to travel at the drop of a hat.
(800) 284-6951

\$5,000 FINE
For pumping toxic waste into the Bay.
Call **BILGE BUSTERS**
Clean/Odor-Free Engines & Bilges
Fast Efficient Service • (415) 721-4321 • Reasonable Rates



WOODRUM MARINE

Specializing in custom interior cabinetry for power and sail. Tables, cabinets, countertops, decks, cabinsoles, etc. Complete Mobile Shop.

FINE JOINERY, DESIGN & CRAFTSMANSHIP

Lon Woodrum
(415) 332-5970

YACHT REPAIR

Fiberglass Work • Blister Repair • Wood Repair
Expert Paint & Varnish Work • Decks Refinished
All Work Guaranteed • Reasonable Rates • 17 Years Experience
(415) 331-9850



DOUG SHOTTON
MARINE SURVEYOR
MEMBER OF N.A.M.S.

Telephone
(510)
235-6679

P.O. Box 121, El Cerrito, CA 94530

UNDERWATER SERVICING I SCRUB BOTTOMS

Hulls & Props Cleaned • Inspections • Light Salvage • Reasonable Rates
Very Dependable • Discount for First-Time Customers
Michael Brown • 415-388-8539

ERICSON 29, 1971. Good shape. Never had blisters. Recent rigging, upholstery, LPU paint, hull and spars, Autohelm 1000 with windvane, self-tending jib boom, VHF, DS, KM, RDF and much more. \$15,500 obo. (916) 421-4783.

FISHER 30. Many extras. Will accept bluewater pocket cruiser and/or van as partial payment. \$42,000. Owner, (310) 306-3883.

YAMAHA 30-FT, 1980. Dodger, Lexan ports, wind instruments, Loran, VHF, stereo. Spin gear, 5 sails, Yanmar 10 hp rebuilt 1991. \$27,000. Will consider trading into 38-42 boat. Call John, (415) 824-1856, after 7 pm.

OLSON 30, 1984. Freshwater speedster, never bottom painted, little old lady raced in Tahoe, 4 bags, complete race rigged and ready trailer. \$13,000 obo. Trade for family cruiser (Catalina 30?). Tom, (800) 242-2678, lv msg, ext. 2215.

COLUMBIA 29, 1965. Refrigerator, stove/oven, 30 hp Atomic 4, tabernacle, 4 sails, VHF. \$12,000. Call (510) 522-0544.

1977 LANCER 30-FT Yanmar diesel, spinnaker, depth finder, VHF, refrigerator, large chart table, pedestal steering, roller furling, extra jib. Ideal liveaboard, in excellent condition. Hauled last July. \$15,000. Vallejo berth. (209) 478-7074.

PEARSON 30, 1977. New Atomic 4. Excellent condition. Stereo, depth/knot meter. Fast and dry. Alameda berth. Asking \$17,500. P.O.B. 141, Walnut Creek, CA 94596.

1976 CATALINA 30-FT Tall rig, club jib, spinnaker, VHF, new Loran, DS & KM, Atomic 4, tiller, ElectraSan, 2 Danforths, bottom paint '92. Sleeps 6, freshwater boat, very clean. \$19,000/offer. (209) 368-5758.

HUNTER 31-FT, 1986. Hardly used. Like new. Located Ventura. Fast, roomy modern hull. VHF, Loran, depth, knot, stove, fridge, cigarette lighter, spot light, phone. Furling jib. Lazy jacks on main. This boat backs up like a car. \$42,000. Call (209) 383-5999.

OCEAN GO'NG CASCADE 29. 7 sails, 25 hp Volvo dsl. Barient winches, teak cockpit, self-steering, 2-burner stove w/oven, like new condition, 2-ocean passages to Hawaii, Pillar Point berth A-41. \$28,000 obo. (415) 961-7835.

NEWPORT 30, 1971. Nice boat in good condition. Atomic 4, spinnaker, storm sail, Autohelm. Enjoy the ocean, Bay or Delta. Berthed in San Rafael. \$9,500. (415) 381-2946.

CAPRI 30, diesel inboard. Masthead sloop design Frank Butler, 1983. Hydraulics, Autohelm, comfortable cruising and fineracing. Spinnakers, mylar jibs. \$20,000 value. Best offer takes it. John and Evelyn, (415) 854-3968. Coyote Point berth, #1155.

HUNTER 30, 1990. Moving east. Bristol. Epoxy bottom, dodger w/bimini, Harken furling, Yanmar diesel, Edson wheel, DS, KM, WS, VHF, "singlehanded" lines/hardware, stereo, UK sails, some spinnaker gear, much more. Absolute steal at \$43,500. Call Don, (916) 454-9568.

C & C 31, 1968. One of the classics. New standing rigging, new halyards, all lines led aft, epoxy bottom, KM, DS, Loran, VHF, stereo, 2 mains, 3 jibs, spinnaker, Atomic 4. Well maintained. \$18,000. Call Marty, (510) 443-6358 or Ted (510) 886-1725.

PEARSON 31, 1978. In excellent condition. New 28 hp fresh water diesel, cushions (best quality foam & fabric), curtains, head, pulpit, Loran, VHF. \$25,000. Call Barry at (510) 254-7037.

CATALINA 30-FT, 1978. VHF, KM, compass, 2 Loras (1 plotting), 2 depths (1 fish), 2 110's, 2 150's, 70 storm, reefable 90/70, and cruising chute, Yanmar dsl., tiller/pilot, windlass, #40 Danforth, 200' line & 30' chain, AC/DC frig, plus icebox, spreader lights, Bimini top, 2-20 gal. water tanks, new cushions, 10' inflatable dinghy, whisker pole, hauled 7/92. 3 coats of bottom paint, boat in good condition. \$21,000. Call (707) 448-4212 (msg). No dealers.

CATALINA 30, 1984. Boat show special. New 24 hp dsl. & trans. Roller furling, drifter, ped steering, KM, DS, VHF, stereo, refrigeration 12 volt, 110. Pressure water, 2 speed self-tailing winches, 2 water tanks, batt. charger, Delta boat, new bottom paint '92. \$34,000. (510) 684-3960.

31-FT ISLANDER, 1988-89 Mexico vet. Extensive refit: diesel, propane, refrigeration, roller furling, solar panel, dinghy. Complete equipment list available. \$26,000. Will consider small boat, vehicle or property in trade. (206) 385-5909. POB 1851, Port Townsend, WA, 98368, Haines.

CATALINA 30, 1987. Great boat in excellent condition. One owner, non-smoker. Well maintained, tan/white, beautiful interior. Hauled, new bottom paint, WS, KM, DS, VHF, compass, 2 new batteries, battery charger, diesel-207 hrs., 2-20 gallon water tanks, shower in head, galley w/CNG stove/oven, double sinks, ice box, water heated & pressurized. Cockpit cushions, Livingston 7-ft. dinghy. Located slip K-3, Marina Village, Alameda. Call Ed, (415) 940-1333 (w), (408) 247-4421 (h).

30-FT 6" TAKARA. Round bilge steel boat from Holland. Teak decks, mahogany interior, diesel, cruise equipped. Two boat owner getting married, "Oi vey." Finish taking this tough little sea boat around the world. \$9,500. Lying La Paz. (209) 532-3523.

CATALINA 30, 1978 tall rig. Great condition. Atomic 4, VHF, depth, knot, tiller. Interior in perfect condition. Club jib, cruising gennaker, all lines led aft. Great for singlehanded. \$19,500. Call Mike (209) 369-0807, dys or (209) 745-5820, eves.

DUFOR SLOOP, 31-FT, 1979. Volvo diesel, main, 2 jibs, radial drifter, 2 anchors, chain, mast steps, ElectraSan no-holding tank head. San Francisco Bay, Emery Cove Marina. \$26,000 cash or take over monthly payments of \$597.32 through November '99. (510) 932-0332.

RANGER 29, 1974. Very good condition. 1992 haulout, VHF, DS, KM, Atomic 4, galley, head, 3 jibs, 2 mains, spinnaker. Owners motivated. \$16,000 obo. (510) 490-3288 or (408) 927-9303.

30-FT RAWSON SLOOP. Extensively outfitted and tested offshore cruiser recently returned from Mexican waters. 27 hp diesel, propane range, radar, Loran, Aries vane, new standing and running rigging, dodger, heavy ground tackle, spares, much more. Complete gear list and specifications available. (503) 267-3348.

29-FT 1959 JOHN HANNA DESIGNED "Gulf-weed Ketch", gaff-rigged main, Volvo diesel, VHF, etc. Lots of wood. Sails gracefully on Bay or open waters. Solid and beautiful but hull needs paint. Asking \$9,000 but will consider all offers. Ariel, (707) 539-3711.

COLUMBIA 8.7 (29-FT), 1979. Yanmar dsl, low hrs, VHF, DS, compass, 2-speed winches, 3 sails, teak interior, sleeps 5, galley, head, stereo cassette, battery charger, auto bilge pump. Bottom cleaned, painted 5/93. Two boat owner, ready to deal. \$16,000. (510) 440-1132.

CAL 2-30, race or cruise, 9 Barients, split drum Harken furler, Forespar vang, spinnaker, new main, new standing rigging, LPU spar, rebuilt Atomic 4, Autohelm, ash and mahogany interior, epoxy bottom, no blisters, always maintained, top condition. \$18,000. (510) 352-0214.

CATALINA 30, 1978. VHF, depth, compass, KM, stereo, rack & pinion wheel steering, Atomic 4. Retired living at Lake Tahoe with another boat, can no longer justify this one. Owner financing and trades possible. \$18,500. Bob, (916) 581-2741.

RANGER 29. Mucho equipment. 2 mains, 6 jibs (including new 90%), 3 spinnakers, staysail, tallboy. Loran, VHF, KM, DS, wind, compasses, stereo. Rigged for shorthanded or racing. Priced low for quick sale. \$13,900. Already have new boat. (415) 851-8703 (eves/wknds).

1978 CATALINA 30. Wheel steering, Yanmar diesel engine, Loran, VHF, Signet instruments, compressed natural gas stove. Standard rig. Clean & well kept. \$19,000. (209) 931-3787.

J/29, 1983. Race one-design, then cruise to Sam's. This boat is always competitive. Race winner already this season. Lots of gear for the Bay or ocean. Berthed in SF City Marina. \$24,000. (415) 854-1491, (eves).

NEWPORT 30 II, 1978. Diesel, wheel, 4 sails, spinnaker gear, teak & holly floor, tabernacle. Very clean. \$19,000. Santa Cruz, (408) 429-5111.

CATALINA 30, 1978. Diesel, all teak interior, tall rig, roller furling genoa, wheel, 2 water tanks, pressure water, macerator, double lifelines, double sink, radio, nonskid decks, shower in head. One owner. Well maintained. \$19,600. (415) 387-4265.

ERICSON 30, 1969. Excellent sails, roller furling, DS, new VHF, new refrigeration, dockside water system, charger, wood stove, roomy, very comfortable, stereo, Atomic 4. Call (510) 883-1843 for new phone number.

WOODEN KETCH, Herreshoff H28 modified, 31-ft. double planked mahogany on oak, good condition, no rot, needs cosmetic work. Lots of varnish. Advertised for \$25,000, bought for \$14,000 two years ago. \$3,800 invested. \$9,500 firm since boat market down. (415) 468-3495.

PEARSON 303, 1984. Yanmar, wheel, Harken furling w/new Hogin 120% tri-radial jib & new Hogin full batten main, Harken mainsheet traveler, new Autohelm instruments, May 1993 haulout w/fresh bottom paint. Hot pressure water. (707) 426-5823.

NONSUCH ULTRA 30-FT, 1984, like new, dsl., AP, dodger, Loran, VHF, stereo, propane stove/oven, hot water, shower, documented. \$70,000. Call (415) 467-6645 or 775-7359.

32 TO 39 FEET

ARIES 32, one of 3 wooden hulls ever built. Excellent cond. SS fastened, Volvo MD2, Hillerange, DS, VHF, Loran, bottom job 7/92, Monitor vane, lots of sails. Great Bay boat. Call Neil, (415) 883-2367. \$22,000. Make an offer.

35-FT CUSTOM WOOD SLOOP. One design built 1961, dbl diagonal planked hull Volvo dsl. engine. Full sail inventory, sturdy cruiser, great Bay boat. Asking \$20,000. Neg. terms. Call (510) 540-7519.

HUNTER LEGEND 35.5, 1990. \$69,500. Excellent condition for sailing the Bay or ocean. Has furling jib, spinnaker, dodger, fathometer, KM, wind indicator, stereo, VHF, Loran, SSB antenna, extra bilge pumps, 2 anchors, 6 winches, Yanmar 27 hp diesel, water heater, pressure water, head with shower, CNG stove, new bottom paint 1992, possible liveaboard, berthed at Brickyard Cove Marina slip E-18. Call (916) 422-7476 (hm) or (916) 653-0437 (wk).

1975 32-FT WESTSAIL factory finish. Loaded w/ cruising gear, ready to go. Aires Autohelm, inverter, 130 amp charger, quadcycle unit, SSB/HAM, large freezer/refrigerator, Avon 4-man, storm sails, inflatable + 4 hp, new canvas, full awnings, major rebuild/refit 1990/91. Perkins. \$52,900. (206) 283-1390.



CLASSIC KNOTWORK

Coverings for tillers & wheels, soft fenders, mats, swim ladders and other salty sailor stuff. For illustrated catalog send stamped self-addressed envelope to: The Knotted Line • 9908 168th Ave, N.E. • Redmond, WA 98052-3122 or Call (206) 885-2457

FRANK SAYRE - SHIPS CARPENTER

Specializing in dry rot repair, restoration, interior design
Reasonable rates • References • Reliable
18 Years Experience Serving the Bay Area
(415) 383-4407

Dolphin Marine Services

Diving • Hull Maintenance
Repairs • Rigging • Electrical
Systems Installations
Woodworking Interior/Exterior



Dennis Daly
P.O. Box 20343
Oakland, CA 94620
510/849-1766

DIESEL FUEL FILTERING

Process Scrubs, Polishes, Removes Algae, Dirt, Rust & Water from Diesel Fuel.
Includes Internal Tank Wash Down.
Save Your Injectors, Costly Engine Repair & Down Time.
Your Berth or Boat Yard. (510) 521-6797



SAIL THE BAY

Bareboat or skippered charters
30 foot Bristol, 44 foot Nordic
Call for reservations (510) 527-4298

LINDA A. NEWLAND • MARITIME ATTORNEY

Experienced C.G. licensed captain. Transoceanic/coastal skipper. Documentation, charter agreements, insurance disputes, accidents, and other maritime issues.
Personalized, conscientious legal representation a priority.
Alameda ph/fax (510) 521-1590.

38-FT ONE TON CLASS wooden racing sloop. Built in Denmark 1938. Beautiful mahogany interior. Recent rigging & refastening of topsides. Ready to sail. Call for picture and fact sheet. (916) 923-2800. Ask for Peter. Make best offer.

HANS CHRISTIAN 38-FT. Beautiful condition. \$119,000. (510) 534-0735 (hm), (510) 444-8484 (wk).

PEARSON 38, 1991. Original owner, like new, refrigerator, inverter, dodger, roller furling jib, less than 30 engine hours and sailed less than 20 outings. Great bay sailing boat. Moored at Alameda. \$110,000. (503) 638-5258 for more info.

PEARSON 36-FT Pilothouse, dual steering, 50 hp Westerbeke, Loran, VHF, DS, roller furling jib, stowaway main, refer, LP, full shower, ElectraSan. \$65,000 obo. (916) 265-2945, berthed in Vallejo.

FISHER 37 Pilothouse ketch. Motorsailer, 1980, 80 hp Ford Saber diesel, 120 gal H2O, 120 fuel, wind s/d, depth, log, speed, 2 VHF, Loudhailer, CB, aft cabin, Avon. \$125,000. (408) 624-7210.

37-FT HANNA KETCH. Heavy duty ocean-going double-ender. Haul-out, bottom job, marine survey, (5-15-93) Volvo diesel. VHF, Loran-C, DS, SSB. 35/45# CQRs & chain. Windlass. Skiff. \$35,000. (510) 523-4038.

DOWNEASTER 32 cruising cutter. Singlehanded to Hawaii 1991. Singlehanded to Mexico 1989. Brand new radar. SatNav, GPS, Loran, radar detector, feet/fathom DS, VHF, stereo, 3 anchors, 200 ft. of chain. Windlass, Monitor windvane, Tillermaster, Gimbaled 3-burner range/oven. New standing rigging in '91. Electrical wiring upgraded. Exceeds Lloyds specifications. Avon R-10 dinghy, 10 hp Honda, pressure water, 6"5" headroom, very roomy. Yanmar diesel installed '88. Leecloths, new batteries, 2 solar panels, new main, new Harken w/new jib. Interior clean with new curtains. Just hauled April 1993. New bottom paint. Surveyed March 1993. Appraised value \$50,000. Selling for \$39,000. Will consider trades for RV, van, RE, smaller trailerable boat. (707) 428-0207.

38-FT INGRID, built for owner of Ingrid Yachts, heavy duty F/G cruising ketch, ready to go, hull #1, extra ballast, extra strong, practical serious cruising interior, only 800 hrs. on diesel. \$64,950. Call Karen (503) 289-6306, MWF afternoons.

CUSTOM CHOATE 33. Consistent winner. 13 sails, diesel, cruise 6 with CNG, mech., ref., dual water tank, etc. Photos, survey, equipment list upon request. Moored in Marina del Rey. Asking \$32,000 obo. (310) 479-0116, eves.

1974 32-FT WESTSAIL cutter, factory finish teak interior. Volvo MD3B diesel 3 cylinder engine. I must sell. So if you want to buy, call John at (619) 483-5238. \$28,000 obo, in San Diego.

PANDA 38 Ta Shing, 1984. Totally offshore equipped. Teak interior, insulated hull. 2 ProFurIs, all new stainless. Quickvang, boom brake, Muir electric windlass, 5 solar panels, quad cycle, 3 gel cells, Alpha AP, Flemming vane, Furuno radar, Magellan GPS, Sitex SatNav and Loran, ICOM HAM and SSB, CARD radar detector, 406 EPIRB, WEFAX, Heart inverter, Isotherm water-cooled refer, 2 watermakers, Balmor heater, 4 bilge pumps, offshore liferaft, mast steps, 500 feet chain, complete spares, epoxied bottom, all heavy weather and safety gear. At 19,000 lbs. displacement, easily handled by a couple but lots of space/storage. Turnkey for Alaska, Cabo, Tahiti. In Seattle in pristine shape. \$149,500. Call George at (206) 625-1580.

1979 SANTANA 35. Better than new. More than 32 custom hardware items, plus Smartpak, depth, fluxgate, Loran, stereo, 11 bags nearly new. More than 100 trophies won. Asking \$42,500. (310) 978-8633.

WESTSAIL 32 CUTTER 1976. Cruise equipped on this proven passagemaker. Perkins 50 hp with 3 heavy-duty fuel filters in line, 80 gals. fuel and water, 6 sails, extra-heavy rigging and double backstays (one insulated for SSB/HAM), Autohelm, Saye's windvane, Givens liferaft, sailing dinghy, Loran, VHF, 45 & 35 lb CQRs, 65 lb Luke, 2-speed windlass, 200' chain, Datamarine speed log, depth & mast top instruments, teak decks, mast steps, dodger, custom mahogany and teak int. with 6"4" headroom, new cushions thruout. \$35,000. Jim Hennessey. (510) 233-7213.

PEARSON VANGUARD 32'6" 1962. Full heel, solid glass hull. New main, jib, running and standing rigging, pulpits, lifelines, head, holding tank, water, fuel tanks, stove. LPU hull and decks, 4" bulwarks. 35 lb. CQR and Danforth. Beautiful and seakindly. \$20,000. (415) 592-7059.

37-FT TAYANA, 1982. Bluewater ready. 7 sails, alum. spars, dodger, Fleming windvane, Perkins 4108, radar, Loran, RDF, DS, AP, refrigeration, diesel heat. New rigging 1990. Liferaft. Great shape. Includes Baja filter & awning. \$92,500. (206) 679-4355.

BENETEAU OCEANIS 350 1989. Volvo 28 hp dsl, roller furling jib. Excellent condition, valued at \$70,000. Owner will accept offers, or trade-up to 40-44' offshore liveaboard sailboat and pay difference. (916) 546-7211. Ask for Bill or Jeane.

ERICSON 35 commissioned '86, documented, hauled 4/93. Dodger lines led aft, 25 hp diesel, ST winches, varnished interior teak, TV/VCR stereo, S/S tanks, Loran, HAM combi VHF, DS, KM, AP shower. Failed health, must sell. \$65,000. (408) 997-7972.

HUNTER 37, '79. Excellent condition, cutter rig, Yanmar, VHF, KM, DM, fireplace, LPG stove, custom interior, great liveaboard. Private Pier 39 slip. \$35,000. (415) 291-8289.

HUNTER LEGEND 37.5 Wonderful Bay or ocean cruiser & racer. Super liveaboard. Very clean. Huge new equipment list. Honestly offering a great deal for fast sale. Asking only \$38,600. Call anytime. Bill, (510) 969-7916.

32-FT (39 LOA) ATKIN offshore cutter, *Lassiger Wind*, 27 hp Yanmar (100 hrs), teak deck, sterling LPU, Bronze ports/deck lights, aluminum mast, heavy S/S rigging, anchors, windlass, full cover. \$28,000. Slip 13, Loweries, San Rafael. (415) 485-5915.

HINCKLEY 38 SLOOP Major refit, much equipment. Excellent condition. Many sails, life raft, dinghy, o/b. \$110,000. Make offer. 347-6934.

BRISTOL 35, 1973. Well maintained, well equipped quality yacht. Edson wheel steering, Hood roller furling, 5 sails, new dodger, LectraSan, propane range, Loran, VHF, DS, WP, WS, KM, KL, stereo, Perkins 4-107 with recent top overhaul, teak interior, new upholstery. \$40,000. (510) 671-6935.

38-FT INGRID Flush deck ketch-cedar 1976. 8 sails, Yanmar 3 HM 35, VHF, Sitex AVS 7 walker, Monitor, Autohelm, propane, tools, charts, 2 skiffs, 130 water, 50 fuel, spares. Excellent cond. Photos/specs. Tevake, APDO 366 La Paz, BCS, Mexico. \$39,500.

ARIES 32, '76. 15,000 lbs. displacement. Sturdy, fast cruiser. New diesel tank. VHF, depth, knot. Phone, cigarette lighter, 4 cyl. Westerbeke engine. Beautiful wood interior. Beautiful lines. This would be a proud investment to pass to your children. \$30,000. (209) 383-5999.

'89 ERICSON 34. Must sell. Sailing to Sydney, Aus. Bristol cond., Lawrence Simpson windlass, 2 sets ground tackle, Harken roller furling Loran, KM, DS, stereo, TV, VCR, refer., hot water, diesel htr., microwave. Great liveaboard. \$69,000, assumable. (510) 642-2141 (d), (510) 769-9227 (e).

CAL 33, 1989. Like new, wide open bright, warm feeling below. Unusually airy & spacious. Careful attention to finish detail above & below. Hull amidship lined with ash & teak. Deep double sink, refrigeration, stove/oven, stereo. Tapered anodized mast, double spreaders, all lines lead aft. Spinnaker rigged, roller furling, hydraulic backstay, wheel steering, Loran/plotter, VHF, Signet Swift pk. 27 hp Yanmar dsl. A fast & easy to sail beauty. \$79,000. (408) 373-3618. Sunny Monterey slip.

BABA 35-FT OCEAN GOING CUTTER. Solid double ender from respected TaShing Ship Yard/ Bob Perry. Just sailed Panama-Hawaii-Victoria singlehanded, still pristine, ready to go. New: teak dodger, bimini/surround, Harken furling, Micrologic Loran. \$75,000. Victoria, (604) 652-6740.

CAL 34-FT, '76. Reblt. diesel & trans., cruising rig, CNG, epoxy bottom, press. wtr. heater. Many extras. \$23,000. Consider part trade, 4 whl. dr. Call (415) 499-8240 (eve) or (415) 459-8433.

PRETORIEN 35 by Wauquiez, 1987. Performance bluewater cruising sloop. Hand-rubbed teak interior. Loaded: sails, electronics, Autohelm, navigation equipment, Harken self-tailing winches. Volvo engine, low hours. H/C pressure water. Hauled 3/93. Epoxy bottom, Micron. Meticulously maintained. \$82,500. (415) 334-1387.

CUSTOM BUILT ANASTASIA 32-FT. Heavy displacement, 27 hp Pisces diesel, wheel steering, 75 gal. diesel, 150 gal water, hot water heater, 6.5 cu.ft. refer box, Shipmate S.S. 3-burner stove w/ oven, pressure water system, 2-wire 12 volt electrical & 3-wire 110 v. w/isolation, transformer, 20 amp. battery charger, 2 banks batteries, Dickinson solid fuel S. S. heater, Autohelm wind steering vane, 6 bags sails, 3 anchors. Liveaboard or cruise. \$49,750. (415) 367-7607. Coyote Pt. berth.

SCHOONER-BRIGANTINE, 1964, 32-ft, Atkin design. Sleeps 4. Hull sound, good diesel and sails. One of the last square-riggers on the Bay. \$6,000 obo. (415) 435-9051.

32-FT SANDSTROM, 1939. Cutter rigged with full keel. Port Orford red cedar on oak frames. Inside requires finishing. All sails are in excellent condition. Brand new Volvo model 2003 still in crate. Located in Southern California. Make an offer. (408) 338-7020.

37-FT SEASHELL KETCH, 1979. Factory built Canadian, bluewater vet. Electronics, Beaufort life raft, Farryman dsl., roller furl, windlass, separate shower, etc. Exceptionally beautiful in & out. Excellent liveaboard. A real sacrifice at \$24,900. Call for specs., photos or appointment. (805) 773-3256, (415) 873-2009.

33-FT HUNTER, 1982. Hot & cold pressure water. Diesel, 6'4" headroom. Sleeps 6, wheel steering, fin keel. Like new condition. Spinnaker. Will consider smaller power boat or vehicle as part of down. \$30,000. (510) 458-3083.

THE FINEST WESTSAIL 32 available. 1978 factory-built Mark II with numerous improvements. Truly Bristol and fully equipped, she's a beautiful example of her type. A bluewater yacht with an available liveaboard slip. For more information, call (415) 728-0259.

'72 ERICSON 35. Full sail inv., new dodger, Alpha 3000 AP, VHF, Loran, DS, wind inst., diesel aux. propane galley & cabin htr. Refrigeration, mast tabernacle syst. '92 haulout. Bristol condition. S.C. sublet, \$39,000. Brian at (408) 457-2403 or 429-6761.

LEASE A 37-FT YACHT, sail S.F. Bay or Coast. 37-ft O'Day, sleeps 6, mahogany stateroom, HWH range oven, 2 baths, wheel, roller furling, dodger, VHF. \$300 pay all for 7 day/month. Call Ken (800) 462-2185.

TIME FOR NEW BOAT CURTAINS? PLEATED PORT SHADES?



Our Custom Work comes complete ready to install.
CURTAIN LOFT (Division of Bailiwick, Inc.)
1 N Amphlett-B, San Mateo, CA 94401
Questions • Quotes • Appointments • (415) 342-5625

INSTRUCTIONAL CRUISES WITH MIKE PYZEL

Learn heavy weather sailing, anchoring & more on 3 & 4 day, personally tailored Channel Islands cruise. Join Solo TransPac and TransAtlantic skipper Mike Pyzel for the finest professional, private instruction. Brochure & schedule. Pyzel Navigation, P.O. Box 4217, Santa Barbara, CA 93140 805-640-0900



KENT PARKER
Marine Surveyor

• CONDITION SURVEYS • TRIP SURVEYS •
• MAST RIGGING SURVEYS •

415-457-5312

PAGER 415-491-3643



DELIVERY

USCG Licensed Master • Ocean • 100 Ton
References • Owners Welcome
Marvin Burke (415) 892-7793

BOAT LOVERS Will Appreciate This Gift

When you send a boat photograph, our artists will create a beautiful model or watercolor painting. Free Brochure:

Waterline Design

(707) 826-9161

CHARTS AS LOW AS \$2.95!

Reproduced on Heavy Weight 60# Xerox Paper, Alaska to Panama, South Pacific, NZ, Aust., Mexico, Caribbean, Med., and more. Sample Chart \$2.00 DMA & NOAA Originals too! 16 Years Quality Service
BELLINGHAM CHART PRINTERS • P.O. Box 1728L • Friday Harbor • WA 98250
800-643-3900 • FAX 206-468-3465

CORONADO 34. Excellent condition, value. New rigging, 6'4" headroom, 7' V-berth, 4 sails, automatic charger, full cover, Atomic 4, mast steps, pedestal, roller reefing, awning, stove, oven, refrigerator, DS, KN, VHF, more. Well maintained, clean. Tiburon berth. \$25,000. (916) 786-5991.

CORONADO 34. Best coastal/Delta cruiser for the buck. Complete new interior & curtains. Weather clothes. CNG stove & instant hot water. New halyards. Not \$25,000, not even \$22,000, a deal at \$19,500. Frank at (510) 548-1210(w), (510) 865-7688(h).

'ANS CHRISTIAN 33T, excellently maintained, full batten main, Harken roller furling, VHF, Loran, DS, KM, WS, Alpha AP, and much more. Asking \$85,000. (510) 523-0775.

ISLANDER 36, 1977. New Yanmar dsl, GPS, AP, DS, KM, VHF, stereo, water heater, pressure water. Teak & cane interior. \$37,950. George, (707) 575-3535 (dys) or (707) 538-0828 (eves).

J/35, 1984. In excellent condition. Past National Champion. Extensive sail inventory. Very fast, full electronics, AP and plenty of gear. \$67,500 obo. (714) 492-7243.

35-FT CT cutter-rigged ketch, F/G, 1976, 27 hp dsl. (1990), good sails, 12V refer/freezer, hot/cold pressure water, solar panels, shower, propane stove/oven (Gimbale), two 8d batteries, wood interior, stained glass, classic lines. \$42,900. Cruise ready! (619) 420-5478.

1974 RANGER 32-FT. 3/4 ton Mull design racer/cruiser. Clean, strong, new bottom paint, excellent sail inventory including two spinnakers, 10 Barient winches, Atomic 4, tiller, enclosed head, stove, sleeps 8. \$23,000 obo. (415) 433-5444 or (415) 435-1264.

34-FT COLUMBIA MK II. Excellent condition. Unbelievable equipment list set up perfectly for liveaboard or bluewater cruising. This boat is the nicest, best equipped Columbia on the Bay. Please call for equipment list and details. Owner financing - may take partial trade. (415) 871-7447.

APHRODITE 101Bit, elegant racer/cruiser. 33' x 8', 6180 displ, 3520 bal. Tall rig, F/G hull, flush deck-tread master, designed by Paul Elvstrom, Danish-built quality yacht. Sails beautifully, terrific single hander. All lines lead aft. Diesel, Loran, Autohelm. \$24,000. Paul, (208) 622-7358.

MASON 33 Oceania. Built 1968 by James Richardson. Oak frames. Cedar planking, bronze fastened. Full keel, gaff-rigged ketch. Perfect cruising boat. Call (707) 374-5555 for more info.

ISLANDER FREEPORT 36 Center cockpit 1982. Loran, VHF, Signet depth, knot, wind speed & direction. Windlass, 2 headsails, dodger, propane stove, ProFurl roller furling, Benmar AP. Must see to appreciate. After 5:00, (916) 674-7630. Great liveaboard.

ERICSON 32, '74. Many improvements. Lots of equipment. New main + 6 bags including spinnaker. Hard dodger. Smooth gas w/Halon, sniffer. 3 anchors, CNG stove, heat. 1 year Santa Cruz sublet. Recession special: \$19,000 obo. Al, (408) 476-6639 (6-9 PM).

CHEOY LEE LION. 1956, Robb designed 35-ft sloop. Teak planking, copper riveted on steam-bent frames. A very stoutly built full keel design, fast and seaworthy in immaculate condition, meticulously maintained by owner of 17 years, including extensive 4-year restoration 1978-82. Full cover, VHF, DS, KM, Aries vane, Bruce, CQR & more. One of the prettiest and best kept vessels of her size and vintage on the West Coast. Master Mariners member. Must see. An exceptional value. \$36,000. (510) 525-5430.

TAYANA 37. Price reduced \$5,000 for quick sale. Great bluewater cruiser/liveaboard with beautifully crafted teak interior and loaded with gear. \$62,000. Call Cindy, (415) 578-9244, (eves).

CAL 39, 1971. Very solid, no blistering. Rigged for single/short handing. 4 jibs (one self-furling), spinnaker, 11 winches, KM, WS, WP, DS, VHF, RDF, stereo, Autohelm, dodger, Yanmar dsl (under 200 hrs). Dissolving partnership forces sale. \$49,000. (415) 391-4357.

CHALLENGER 32. Ready to cruise. Dodger w/zip-in full enclosure. Radar, wood stove, Loran, windvane, sailing FG dinghy w/oars, 50 hp dsl, CNG, AC/DC fridge, 3 props (one folding), stereo, much more. Moss Landing North Harbor slip including. \$38,500. (408) 883-4118.

1962 38-FT FARALLON CLIPPER #19 Philippine mahogany hull epoxied. Sterling LP paint job, new running and standing rigging. New rebuilt Yanmar dsl, weatherfax, ICOM, SSB, propane range, 6 bags of sails. \$36,500 obo. Call for more info. (310) 833-7228.

BRISTOL CHANNEL CUTTER, 1982. Professionally built in Canada, beautiful custom wood interior, Yanmar, full electronics, monitor, etc. \$60,000. (408) 429-9744, (408) 479-4645.

BALTIC 35, 1986. Light use and in excellent condition. For sale at \$135,000/make offer. Call 852-9960.

UNION 36. Robert Perry designed bluewater cruiser/liveaboard. Rebuilt Perkins dsl, new epoxy bottom, KM, wind, VHF radio. Beautiful solid teak interior as new, sleeps 6 in comfort, CNG stove w/oven, refrigeration, pressure water, shower, AC/DC power. Teak decks, cockpit, bow/stern pulpits, spruce spars, main jib, staysail. New: Awlgrip topsides, canvas. Needs only minor completion of year-long refit, your choice of cruise gear. Leaving country, must sell soon. \$49,500. Sorry, no owner financing. Serious principals, (415) 332-9231.

1988 36-FT CANOE STERN professionally built steel ketch. Tabernacled masts. Complete with gear and electronic corosan control. Many extras. \$48,000. (415) 331-6722.

1980 SAMSON 38 SEABIRD SLOOP. Factory ferro-cement w/ fiberglass overlay hull, aluminum mast/boom. Stainless rigging, dacron sails, BMW 18hp dsl, roomy interior. Galley w/stove, sink, refrigerator, head w/full size bathtub. Marin berth. Great cruiser/liveaboard. \$19,000/part cash-part trade? Call (415) 453-6961 (around noontime best, eves. after 9).

SANTANA 35 in good condition. Mylar and dacron headsails, 2 mains, 3 chutes. Large nav center, graphics, new bottom. Limited racing background. Enjoy fast, fun, colorful racer/cruiser. Includes lease with option purchase. Asking \$29,000 or make offer. Les, (707) 938-3446(h).

GULF 32 PILOTHOUSE SLOOP cruise equipped and now located in San Carlos Mexico. Ready to go. Recent LPU, rigging, Perkins 4108, trans. Too much gear to list. Partial trades considered. \$37,000 obo. (602) 432-7264.

BRISTOL 38. Everything new or rebuilt. Strong fast cruiser/liveaboard. Dodger, AP, Avon, 10 sails, 520 amp hr. battery system & starting battery, microwave. Too much more to list. Plans changed. Must sell. \$45,000. (415) 873-0863.

YANKEE 38 SLOOP S & S design, new standing rigging & other upgrades. Diesel, dinghy. \$29,500. (707) 554-8837.

CATALINA 38, 1983. Excellent condition, roller furling 120%, 9.5 oz. Dacron, 90%, 130%, 150% Mylar, full batten main, 3/4 oz. spinnaker, VHF, Loran, Signet 2000, Horizon DS, CD player, dodger, lee cloths, h/c water, 9 winches. \$42,500. (916) 684-4132.

32-FT PIVER TRIMARAN. Cruiser/liveaboard. Pilothouse, galley, head, sleeps 4, solar panels. Must see to appreciate. Needs mast. Call (707) 829-3428.

ISLANDER 36, 1972. Good cond., 45 hp dsl, VHF, DS, KM, WI, 4 sails. Must sell. \$27,500 obo takes her home. Jeff, (510) 490-5987 (eves, wknds) or Rich, (408) 984-5745 (wkds, msg).

37-FT RANGER. Super modified for cruising, very stiff with extra strong construction, rod rigging, refrigerator, propane stove, Admiral GPS, new panel and wiring, solar panels, drag generator, Autohelm 4000. \$32,950. (510) 521-6930.

ALBERG/ERICSON 35, 1966 classic coastal cruiser. New Yanmar, new Sobstad 90% jib and main, new rigging, fresh LPU mast and boom, new gelcoat decks, new bottom paint, new Barients, electronics. Great condition. \$32,000. Mike (415) 824-1959 anytime.

ASSEMBLY REQUIRED: Ranger 37 IOR beauty completely stripped and professionally rebuilt better than new. Stringers added, new keel, rudder, dsl., bulkheads, mock-up interior. Full suit of sails, rigging, hardware galore, extras. You: plumb, wire, add cushions, sail. \$32,000. (415) 726-5425.

IRWIN 37 CUTTER. A great all around yacht. Aft and forward double berths, 2 heads, full galley w/ built-in refrigerator, microwave, range/oven. New standing rigging and mast refinish in '92. Perkins 4-108 dsl, radar, Loran, VHF, sound system, speed, depth, Autohelm, full sail inventory, full dodger many interior and systems upgrades, ready for great adventures in the Bay or "the cruise". A real bargain at \$42,500. Call (415) 589-6861 (wk), (415) 589-5384, home for info and fax sheet.

ISLANDER 36, MAJOR RETROFIT '87. LP hull, Awlgrip deck, Harken furling, Quickvang, Groco K head, Navtec backstay, new rigging. New Pathfinder 50 dsl '81. Data Marine instrs. Loran, ICOM VHF. 3 head sails, main, spinnaker. CNG oven, h/c water, removable dodger, inflatable + 3 hp o/b. Much equipment. Owner (415) 928-1533. Located Alameda Yacht Brokers. (510) 521-5532.

PEARSON 37-FT SLOOP, '82 performance cruiser, well maintained, excellent condition, bottom job 12/92, rod rigging, 2 spinnakers, 120% jib Hood seafurl, Loran Signet, AP, 2 anchors, 10 winches, stereo, VHF. Propane stove, pressured h/c water. \$62,500. Call (510) 523-0773, (510) 376-4545.

CATALINA 36, 1986. Excellent condition with new epoxy bottom. Loran, AP, VHF, WS, KM, DS, hydraulic backstay, Harken furler w/110 and 150, dodger and cushions. Good liveaboard: refrigeration, microwave, electric head, stereo and track lights. \$62,900/offer. (510) 814-8354.

DOWNEASTER 38 CUTTER, La Libertad. Fiberglass/wood trim, improved rigging. Approximately 100 hrs. on Yanmar. Two: mains, staysails, jibs. Roller furling. Bottom just painted. Strong, stiff, roomy, but quick and handy cruising boat. Documented. Quick sale price, \$46,000. Call (510) 271-8031.

SPENCER 35, new diesel, mainsail, dodger, extensive parts and equipment. Many upgrades documented. \$32,000. (408) 688-0554.

40 TO 50 FEET

WESTSAIL 42, 1979. Yawl, Crealock designed w/factory custom interior, 85 hp Perkins, 7.5 kw gen. Radar, HAM, weather fax, AP, full dodger, 5 anchors, elec. windlass, Avon, o/b, lots of sails, 300 gal. water, diesel, extras. Sacrifice. \$79,500. (714) 646-9927.



BOAT LETTERING

Beautiful, long lasting & reasonably priced.
Call for our convenient order form.
(510) 452-3608

SAIL ALASKA

Cruise the Southeast Alaska Wilderness
Bareboat and Skippered Charters. Gene Buchholz, Captain
Waltzing Bear Sail Charters (907) 747-3608
4600 Halibut Pt. Rd., Sitka, AK 99835



CUSTOM MARINE INTERIORS

• CUSHIONS
• CANVAS
• CURTAINS
• BEDDING
(415) 331-2128
#3 ROAD 3, SAUSALITO

LEARN COASTAL NAVIGATION

Learn fox navigation, Loran, dead reckoning, fixes, currents, and more through eight illustrated lessons. Learn by doing actual chartwork. We provide practice charts & instruction manual. Total cost \$55.
PYZEL NAVIGATION, P.O. Box 4217, Santa Barbara, CA 93140-4217 • (805) 640-0900

MICHAEL HEINER • MASTER PAINTER

• Traditional expert quality and attention to detail. Residential, commercial, marine.
• interior and exterior brightwork and refinishing
• all phases of cosmetic restoration
(415) 388-4225

IS YOUR BOTTOM CLEAN?

Call Bob for Just Bottoms 10% Off Labor for First-time Customers
Underwater Hull Cleaning • Zincs Changed • Fully Insured • \$1 per foot in most cases
Alameda, Oakland, San Francisco, Bethel Island • (510) 814-9150

41-FT CHEOY LEE offshore ketch, Ray Richards design. \$75,000. (805) 658-7703.

40 PASSPORT, 1985. Equipped for serious cruising and liveaboard. Includes HAM, solar panels, watermaker, radar, inverter, cold plate, frig & freezer, 6 sails, dinghy with o/b, stereo CD, all eq in excellent condition. Very well maintained. Come see this boat. You will be impressed. Call (619) 722-1723.

JEANNEAU 41, 1990 Voyage 12.5 F/G sloop. Ready for cruising with Loran, radar, Perkins 50, propane, refrig., 8-man raft, roller furling jib & main, 3 cabin layout, bright interior. Asking \$129,500. Call (808) 944-6615 for showing in S.F. Bay area.

1987 PASSPORT 40. Perry designed performance cruiser excellent condition with full cover, roller furl jib, cockpit dodger, VHF, Loran, sounder, speed log, propane stove, Perkins dsl, heater. Located Seattle (Summer here and sail home.) \$145,000. Call owner at 1-800-832-9380.

GULFSTAR 50 KETCH, watermaker, generator, microwave, IBM computer, w/fax, radar, Loran, HAM radios, dsl heater, RDF, cruising sails, VHF, depth, windspeed/point, KM, Perkins dsl, Vac-U-Flush head, and much more. Never chartered, great condition, U.S. made. \$130,000. Alex, (415) 368-5488.

HUNTER 40, 1984 LEGEND. Excellent condition. Sails include 110, 130, 150, gennaker, cruising main, and racing main. 44 hp Yanmar diesel, Micrologic Loran, Autohelm 6000, depth, windspeed, knotlog, water temp. See *De Colores* on dock A, Benicia. \$75,000. (916) 966-3250.

41-FT S & S YAWL, 90% rebuild complete, dbl. planked mah., teak. Must see to appreciate. \$38,000. (510) 521-8622 (lv msg).

VAN DAM STEEL CUTTER 43-FT 10' 6" 3", solid teak mahog. Incl. decks. Rblt. Perkins 107. Massive rig. Fast, able 400 charts. Owner disabled mid-cruise. First cash to travel. Laying Acapulco. Never shown. Write: Cobb, 39 Shields Ln, Novato, CA 94947.

1984 40 X 14 X 5 BRUCE ROBERTS spray double chine steel Maroni ketch. Semi-wheel house 4 cyl. Isuzu 60 hp, large aft cabin with walk through. Great liveaboard cruiser. In Florida. \$29,500, or trade for similar vessel on West Coast. (919) 982-3362.

47 X 16 X 7 ROUND BTM steel Colin Archer. 6-354 Perkins 115 hp, wheel house, gaff ketch, truly massive. Most seaworthy vessel on earth. Built by Meta in France, 1984. Like new. \$95,000. Located in Virginia. (919) 982-3362.

48-FT CHEOY LEE KETCH, 1980. Perry design, roller furling jib and main. Perfect liveaboard, great day sailer or take her around the world. See her at Pier 39. \$95,000/offer. (415) 986-0226.

ISLAND TRADER MOTORSAILER 46-FT, '83. New LP and bottom paint, cruised Mexico 4 years, 120 Ford Lehman, 700 fuel, 450 water, aft cabin with island queen bed, completely outfitted for extended cruising or great liveaboard. \$139,900. (909) 860-9678.

CATALINA 42-FT, 1989. Excellent condition, recent haulout, 3 cabin model, radar, refrig., etc. No dealers please. \$99,950. Jim (415) 574-3456.

BRUCE ROBERT'S 43-FT KETCH steel, 99% complete. "All new", center cockpit hydraulic steering, 60 hp diesel. V drive trans. Nicely finished equipment list available. No mast or rigging. \$35,000 obo. Lloyd Henley, P.O.B. 66, Gerber, CA 96035. (916) 385-1847.

40-FT VALIANT PILOTHOUSE. 1980 by Uniflite. Much better than new. One owner, professionally maintained. Outstanding cruiser/liveaboard. Amenities include: Wood-Freeman AP, Grunert refrigeration, Furuno Radar & Loran, Lewmar winches, dual steering, Westerbeke 58 dsl. Make this one of the finest cruisers in the NW. Call for picture and specs. Asking \$165,000. Call (408) 371-0180 or (206) 564-1221.

BOUNTY II, 41-FT. Rhodes 1960, pre-blister F/G classic sloop. Diesel, Harken roller furling, Aries windvane, dodger, liferaft, Furuno radar, SatNav, VHF, DS, solar panel, pressure water, 8 sails, dinghy. Recent Australia cruise. Located Hawaii. \$37,000. (808) 396-8247.

42-FT GAFF RIGGED SCHOONER, Chapelle design, build in 1963. 40 hp Perkins diesel. Wood burning heater, kerosene stove and lanterns. Extras. Well maintained. A beauty. \$65,000. Call (510) 357-6879.

RHODES 40-FT SLOOP. Full keel cruiser/racer. TransPac vet. Built 1950. Mahogany over oak, monel & bronze fastened. Wooded '91. New decking '92. Recent interior restoration. Full galley and head. New Barient's, windlass, roller furling, much more. \$25,000. (510) 428-2824.

UNIQUE 40-FT CUSTOM F/G cruising ketch, great liveaboard and proven cruiser with long range capabilities. 300 gals. dsl., 260 gal. water, 58 hp Lehman, F/G hull, center cockpit. Beautiful main salon. Dinghy in davits, Ben Mar, AP. If you want a strong cruiser, this is for you. Needs some cosmetic work. Appraised at \$135,000. Sacrifice \$45,000. (702) 356-8500 (dys) or (702) 324-3203 (eves).

LAPWORTH 50 CUTTER, Cheoy Lee, 1961. TransPac vet. Modified transom & keel. Custom Sparcraft mast (re-rigged & new L.P. '92). 13 Barient's, custom engine room, 100m restoration. Pristine. No Brokers. \$150,000. (310) 420-3711.

NEW ZEALAND BUILT 50-FT STEEL CUTTER, '90, round bottom, flush deck, center cockpit, teak dodger, 5' draft-twin keels, 62 hp Ford diesel, 235 gal fuel, 390 gal. water, radar, SatNav, VHF, life raft, hard & soft dinghies. Full batten main, storm sails, ready to cruise. Beautiful wood interior, light and airy, 3-cabin layout, 2 heads, insulation, refrigeration, excellent ventilation, fantastic storage plus large lazarette. South Pacific, Alaska vet. Enjoy comfortable, hassle-free, safe cruising. \$225,000. (619) 298-5118 for photos, survey, specs.

44 PETERSON, 1977. 4-154 Perkins, radar, Loran, refer & more. Epoxy bottom, just hauled 3/93. \$105,000 obo. (805) 644-1924.

FELLOWS & STEWART "Island Clipper" sloop, 44'3"X9'6"X6'5", hull #5, launched May 1946, bronze fastened, cedar, oak. Originally commissioned for Andy Brown, owner/founder, Z-spar paint. She needs wooden boat buff to take on restoration project. (707) 786-4804, eves.

1981 KINGS LEGEND 41-FT bluewater cruiser, sloop rig, flush teak deck, VHF, Loran, refrigeration, low profile pilot house, 2 steering stations, 2 heads, 48 hp dsl. (new epoxy bottom) good condition, principals only. \$66,000. (707) 447-1653.

POLARIS 43 CUTTER. Bob Perry designed world cruiser. Original owners have given her T.L.C. Too much equipment to list. Death necessitates sale. \$104,500. (619) 297-1247.

BREWER 46, Pilothouse cutter. A great opportunity to own a fantastic bay and bluewater boat. Excellent partnership. Fully equipped, Bristol condition. Low interest loan. Low balance. \$15,500 buys my 37.5% interest. Call for details. (707) 253-3877 (wk), (707) 255-3368 (hm).

44-FT CUSTOM COLD MOLDED sloop/cutter, 1987. Port Orford on Lam. Frames LP paint outside varnished inside. Simple layout with easy upkeep, bright transom and tiller with finger-tip steering. Looks and sails great. \$115,000. (805) 966-0116.

1986 HANS CHRISTIAN 41'TC. USCG documented. Lots of new electronics. Rigged and equipped with everything for sailing or house-keeping. 72 hp Mercedes Nanni dsl., 1/2 gal/hr. Insulated hull, epoxy bottom w/new paint. Many, many extras. Beautiful condition and ready to go. For equipment list write: N. De Stael, 505 W. 45th St., Vancouver, WA 98660. Boat details write: Keith Strasburg, P.O. Box 4478, Pago Pago, Am. Samoa 96799 or FAX questions to Liz at 011-676-70-130. No brokers. \$169,000.

50-FT F/G KETCH, Gen(2), VHF(2), Horizon instruments, HAM w/weatherfax, AP, radar, SatNav, Loran, dinghy(2), life raft, inverter, fireplace, refrigeration, A/C, dedicated berthing for 8. \$89,500. Owner may help with financing. For extensive equipment list and info. (707) 763-6074.

46-FT KETTENBURG PCC, 1958. Mahogany on oak, sleeps 6, full boat cover, 8 sails, spinnaker, dodger, KM, DS, WD, VHF. New standing rigging Nov. 1991. Beautiful varnished mast, cockpit, cabin. An original classic beauty pampered since built. Asking \$37,000. (619) 425-3617.

43 WESTSAIL, factory built 1977, F/G. 46'10" overall, top condition ribbon grain mahogany and teak interior, 70 hp Chrysler Nissan diesel, aft cockpit, cutter. Super buy, many extras. \$68,000, cash, in Mexico. (602) 979-7400, (602) 935-1324.

WESTSAIL 42 KETCH. Onan 7.5 kw, Perkins 85 hp. New: cruising spinnaker, mizzen staysail, propane stove w/aluminum tanks, B & G sailing instruments, VDO sumlog, wiring, Furuno DS, lcom VHF, sail covers. Needs work to complete refit. Needs cosmetics. \$69,500 firm. Call (415) 225-0180, (415) 346-9563.

TAYANA 42-FT, 1983. Cntr cockpit. Cutter rig. Best cruiser around. Full electronics, SSB, RDR, Autohelm, roller furl, cruising spinnaker, refrigeration, on demand hot water. AC/DC, TV, VCR, microwave. Very clean. \$142,000. No brokers. Call (415) 301-0828 (lv msg.). Sausalito berth.

CHEOY LEE OFFSHORE 41, 1978 ketch. Reduced. Tri-cabin, circular dinette, all teak interior, custom traveler, Alpha AP, ProFurl, Maxwell electric windlass, refrigeration, dodger, diesel heater, fresh LPU spars. Call for brochure and list. \$75,000. (707) 579-4296.

41-FT FORMOSA KETCH. F/G, '72, traditional Garden design. Full keel 28,000# displacement cruiser, sleeps 6, 6'2" headroom, separate shower, carved teak interior doors, U-shape galley with microwave oven, Perkins dsl, wheel steering, 7 sails good condition, self-furling genoa, 4 anchors with 300' of chain, aluminum spars, h/c pressure water, battery charger, VHF and SSB radios, full boat cover. Ballena Bay. \$61,000. (408) 282-7759 (dys) or (510) 521-5588 (eves).

48-FT LIVEABOARD, Marin County berth. 4 years old. \$10,000. (415) 485-4343.

51 FEET & OVER

TAKE ADVANTAGE of the low Canadian dollar. 53-ft Huntingford designed custom built ketch. Offshore proven, excellently appointed. For photos, details and a full list of equipment, call (604) 684-7131. Asking \$184,000 Canadian.

57-FT SWAN '83. Sloop, owner's version. Race/cruise equipped. Excellent condition. Lying East Coast. \$415,000. (410) 280-0211 (hm), (410) 280-9704 (wk).

DREAMBOAT CARIBBEAN VACATION

Cavu, luxurious 48-ft Sovereign ketch awaits you in St. Lucia/Grenadines. Honeymooners, couples, families, just come down! Captain Gene and Judy do the rest. Special rates for *Latitude 38'ers*. 1-800-422-4663, ext. 400 (leave message with best time for return call)

PRISM BOATNAMES offers more!

Free catalog of styles, colors, and graphics. Easily installed. Sensible prices. 19 yrs. of prompt service. PRISM, 2046 Westlake Ave. N. • Seattle, WA 98109 (206) 938-2474

GORDON HENDERSON YACHT REPAIR

COMPLETE YACHT SERVICE
Roller Furling, Rigging, Mechanical, Electrical, Deliveries. Fast, Neat & Thorough.
Islander 36s a Specialty
(415) 331-7422

SAIL INTERISLAND HAWAII

Tradewind sailing, classic yacht
Husband & Wife circumnavigators-your crew
Sea Witch Charters, \$150/person/day
(808) 226-1050



J.KARMIN BOAT HANDLING

Customized instruction on your power or sail boat
USCG 200 Ton Licensed Captain • ASA Certified Instructor
Also available for Charter Captain or Delivery
Answering Service: (415) 341-2852 • Reasonable rates

Now Available for Charter
Yukon Jack
50-ft. Sailboat,
certified for 25 passengers

SAIL THE SAN JUAN ISLANDS

CHARTER A PASSPORT 40 SAILBOAT. Fast, comfortable 40' sloop is sparkling clean. Equipment includes dinghy, dodger, full instrumentation, roller-furling, headsail, 2 private staterooms, head w/shower, refrigeration, VHF, stereo, propane stove w/oven, and much more. Call George or Joan at (206) 821-1208

60-FT FIVE DESIGN beautiful classic lines, steel cutter, DeVries built. Full keel, full sail inventory, 3 cabins, 6' headroom, sleeps 6, stove, refrigeration, instruments, 60 hp/dsl, 80% work completed, great world cruiser, liveaboard. \$68,000. (707) 823-7205, (408) 521-0657, pager.

CLASSICS

GOLDEN GATES aka *Baby Birds*. Classic wooden sloop designed in 1920's for racing in SF Bay. You buy one, we keep the other: hull #16 *Sanderling* 1957: winner of the 1980 TransPac and many more. \$7,000 obo or hull #7 *Vireo* 1931: 1992 YRA class champion. \$4,000 obo. (510) 234-0888.

20-FT BAY LADY wooden, good cond. Designed for the Bay. 4 sails, boat cover, roller reefing, double backstays, very dry. Great little starter boat. All ready to sail. \$950 obo. (916) 485-1937 (lv msg).

18-FT GAFF SLOOP. William Atkin design *Gretchen*. Needs minor work to complete and launch. Must sell. \$1,800 obo. (510) 846-3941.

43-FT STEPHENSMOTORYACHT, 1931. 2 great diesels worth \$10,000 alone. Owned by Stephens family in the 40's. Perfect liveaboard. Elegant. \$22,000. (415) 332-9038.

1954 TOP SAILED, gaff rigged, Chappelle design, Geise built 50-ft O.A.L., 42-ft od. Inside redone; new paint, cushions, curtains, etc. Outside, rerigged, new sail covers, etc. Great sailing/liveaboard boat. \$38,500. (415) 589-8308.

LAUREN 10M, 1949. Mahogany over oak with copper rivets. Volvo MD2. Winner of Gateland Around, Colin Archer Memorial. 2nd Place Master Mariners. Needs work. Recently hauled, \$7,500. (707) 443-3822 or (916) 627-3521.

HALLBERG P-28 WOODEN SLOOP. Full keel, Atomic 4, enclosed head, standing headroom, full boat cover. Needs some work. \$3,500/offer/will trade for? Alameda Marina. Fred Medina (408) 923-4223.

MULTIHULLS

BROWN 31-FT A-frame Searunner ctr. cockpit, CB, 5 sails, good Bay & Delta boat. \$7,500 firm. Vince, (510) 634-1729.

40-FT PIVER SLOOP by Cox Marine Ltd., Britelingssea, England. Pilothouse. Perkins diesel. Stainless steel rigging. Aluminum mast. AP, RDF, VHF, fathometer. 9 bags sails and more. Can be seen in Morro Bay. \$26,500. Call (707) 937-0540.

50-FT TRI RACING W/FOILS very good conditions very fast 25+ knots. 1 main, 4 jibs, 3 spi., 4 APs, 1 VHF, 1 Avon 4-pers, 1 watermaker, 1 computer NKE, 1 watchman, 1 AM/FM radio and a lot more. Call Pierre (415) 775-0411.

42-FT SOLARIS CATAMARAN. English production F/G yacht built to Lloyds 100A1+ specification. A strong, safe, comfortable and proven world cruiser. Easily handled, good charter potential. 4 double staterooms, twin diesels, pages of equipment. Beautiful & loaded with character. \$139,000. (510) 525-1638.

24-FT PIVER TRIMARAN. Marine ply with epoxy. Has o/b. San Francisco Yacht Harbor berth. \$4,000. (415) 567-3789.

LIGHT, COMFORTABLE 35-FT TRI has cruised Mexico and Hawaii. 5 bags of sails, Cross fin keel, 15 hp electric Evinrude in cockpit well, boom gallows, documented. First \$10,000. Call (510) 522-8285.

31-FT SEARUNNER TRIMARAN. Proven cruising multihull, cutter, 5 sails, great condition including spinnaker, quiet, efficient, cockpit controlled 4 stroke Yamaha. Loaded with cruising gear, Avon, 30 gallon water tanks, power inverter, battery charger, 30 amp shore power system, solar panel, Horizon VHF, King Loran, 2 gel cell batteries. If you're looking for a seaworthy multihull that's ready to cruise, this is it. Asking only \$14,500 for quick sale. Call Warren: (206) 859-3579, (wkdays) or (206) 862-7364, (wknds or eves).

31-FT SEARUNNER trimaran. Launched 1981, 7 sails, 8 winches, VHF, Volvo Penta, 9hp o/b, porta boat, dinghy, West system, documented. \$10,000. (408) 736-1252.

28-FT TRISTAR TRIMARAN, 1985. Tough and strong Bay/Delta cruiser/sailer. Double diagonal planked, cold molded, mini keel, o/b rudder, 8 hp Evinrude Saildrive. Many other extra and more details. \$10,500. Call (415) 898-1035.

CROSS 32R Defiance. Racer/cruiser. Professionally built in 1979. Cold molded, 15 hp o/b, Loran, stereo, Autohelm, 2 chutes, 3 jibs, VHF, fresh bottom 5/93. \$17,500. Call Mike (510) 793-9885.

CATFISHER 32. \$95,000. Hull #17. Built in Lymington, England, 1987. 32' LOA, 13' beam, 3' draft. Pilothouse. Queen berth in master stateroom, twins in 2 other staterooms. Inside/outside helms. 35 hp Yanmar. Propulsion unit retracts completely. (no drag, no electrolysis, no water in bilges.) British catamaran scantlings match the waters they typically cruise: North Sea, Irish Sea, Bay of Biscay, etc. Rigs are short, as are keels, so boats give leeway in heavy conditions, rather than capsizing. There is positive flotation. I've had *Catalyst* showing 10 knots, surfing down moderate waves in 18 knots wind as we rounded Cape Flattery. She also tacks well, with no need to back wind the jib. Pilothouse keeps cockpit remarkably dry, even in sloppy seas. Don (415) 367-6268.

CROSS 26. Fast and pretty. New engine, new electrical (solar), newly refinished inside and out (2 yrs). See at Pier 39 D-dock, first slip. Moving up to a Cross 36. (415) 421-5854.

POWER & HOUSEBOATS

56-FT HOLIDAY MANSION, 1976 houseboat, twin 318 CI Chryslers, 7.5 kw generators, clean survey, excellent condition. Cruises 16 knots, perfect liveaboard, washer/dryer, cable T.V., phones, microwave, compactor, central vac, more. \$89,000 value. Financing available, cash or trade, best offer. Recorder (510) 634-7157.

1947 WOODEN POWER BOAT, salon in bow, mid-cabin, open aft deck. Has new bottom paint, propeller shaft, rebuilt propeller, transmission. Runs but needs motor and topside work. Would make a great liveaboard. Will mail, fax photo. \$5,000/offer. Phone (503) 758-6230.

NUNES BRO. 28-FT, 1936 good Grey marine, 6 cyc. eng. freshwater cooled, micro, ref., power winch. Need some work. \$2,500. (415) 328-8757.

30'6" OWENS CRUISER twin small block Chevs, completely restored in 1993. Full Delta canvas, power winch, Halon fire ext. system. Surveyed 1993. \$8,000 obo. (707) 643-5380.

30-FT DOCUMENTED MONTEREY CLIPPER. Ex-commercial salmon boat. 2400 hours on Isuzu diesel. Borg Warner hydraulic gear. New prop, VHF, CB, video, etc. Hull sound, needs other wood repair. \$1,500 or b/o. Jerry (707) 964-4113.

28-FT CHRIS CRAFT. Lapstrake wood, 1964. Twin V8 gas. Health forces sale. Real bargain. In the water on Sacramento river. Cash only \$3,800. (916) 372-9178.

58-FT ROUGHWATER motor yacht with F/G hull. 675 hp diesel. 12-ft Boston Whaler for dinghy. San Francisco Yacht Harbor berth. \$160,000. (415) 567-3789.

52-FT STERNWHEELER RIVERBOAT/Houseboat, 1981. Documented, 45 hours on diesel, 3 staterooms. Excellent condition. Full galley and bath. Traditional interior. Surveyed and insured for \$80,000. Sausalito berth. Charter/liveaboard. Trade for cruising sailboat. \$79,000. Call (415) 331-7576.

HISTORIC TUGBOAT. Custom conversion floating home. No engines. 65'x16', 1200 sq. ft. Unique comfort, handcrafted beauty. Ideal living space, office, studio, Bed N' Breakfast, summer cottage. One-of-a-kind. Divorce sale. Must sell. Owner will finance. \$60,000. (510) 253-9496.

PARTNERSHIPS

WANTED: TAYANA 55 PARTNERS for California, Mexico and Central America cruising/charter venture. Various sailing skills and financial contributions required. Yacht fully found and ready for extended cruising. Call (510) 528-2379, (510) 483-3900.

1/2 SEAMEW, gaff-rigged sloop w/2 .5-ft. bowsprit, F/G w/custom teak cab. (408) 736-0380.

TWO PARTNERS WANTED to share sailing and maintenance costs of Cal 27, 1972. New mast, boom & rigging, Pineapple main & jib. New gennaker. Sleeps 5. Evinrude o/b, VHF, pop-top, head. Berkeley upwind slip. Buy-in \$2,500. Terms available, possible trade? (510) 548-8350.

PETITE FEMALE SKIPPER looking to time-share her Ericson 38' sloop berthed at Pillar Point. Must be experienced, responsible and help with maintenance. Possible partnership for the right person. Call Jolene at (415) 728-0951.

ERICSON 27. 1/4, 1/2, 3/4 share or the whole boat. Rebuilt Atomic, all lines aft, 5 sails, depth, stove, sleeps 5, bottom great shape, terrific berth, South Beach, S.F. Clean, solid boat built 1973. \$10,500 or % for partner. (415) 380-9365.

PARTNERSHIP IN HUNTER 31 SAILBOAT. 1/4 interest in Hunter 31 sloop. Excellent bay and delta boat. Upwind berth at South Beach Harbor, SF. Two weekend days and five weekdays/month. Approximately \$175/month. \$1,200 buy-in. Call Darryl at (408) 773-9089.

CAL-29. 1.3 partnership, 7 bags sails including spinnaker and blooper. Mast re-stepped & tuned 1992. Inflatable with Seagull o/b, Loran, ship-to-shore, many add-ons. \$3,000 + \$150/month. Berth & maintenance. (415) 574-7505.

SANTANA 22-FT with new o/b motor. 1/2 interest for sale. \$2,000. Gene, 476-6824.

PEARSON 30 SLOOP. 1/3 ownership, berthed S.F. Marina, excellent condition, new furling jib, diesel, radio/telephone, new cushions, low maintenance. Best offer. (415) 334-5884 (eves/wknds).

BOAT PARTNER WANTED. Need knowledgeable, responsible sailor for Santana 22. Gashouse Cove. \$1,500 obo. Call Lisa 332-5753.

ONE-FIFTH PARTNERSHIP available in well-maintained 1986 Catalina 36 with Pier 39 berth. Two staterooms, head with shower, Universal diesel, dodger, furling jib, self-tailing, Loran, CNG. \$12,000 equity plus \$75/month for all expenses. Drew (415) 647-3760.

54-FT FERRO CEMENT MOTORSAILER

671 Grey Marine - wants to sell, says make offer or may trade for whatever.
See at: Napa Valley Marina • 1200 Milton Road • Napa, CA 94559
(707) 252-8011



STORM LEATHER

BEAUTIFUL AND PROTECTIVE LEATHER COVERS FOR:
Wheels, Spinnaker Poles, Turnbuckles, Spreader Boats, Life Lines
(415) 472-7559, San Rafael, CA

MARINE ENGINE CO.

Complete Engine Services
Reasonable Rates • Gas & Diesel • 25 Years Experience
(415) 332-0455



Multihull Charters

Specializing in Bareboat Corsair F-24, F-27 and F-31 Charters!

Sail the beautiful San Juan Islands with comfort and speed
Call us for more information and rates at (206) 328-4523
Also available is a Cross 33 Tri and a skippered 45' Cross Tri.

COURTESY FLAGS

12" X 18" for \$10 (Yes, \$10)

Pacific, Caribbean, South America, Med, Africa, etc. Handcrafted, sewn by sailors.
Quality Materials. Fast cruising schedule turnaround. Catalogue upon request.
Christine Davis Flags, P.O. Box 22303, Fort Lauderdale, FL 33335



MULTIHULLS, WE LOVE EM!

Berths to 40 feet at \$175 • Self-Work Spaces
Haulout • Launch • All Marine Services • Supplies
Located Suisun Bay • Secure Harbor • Marsh Environment
HARRIS YACHT HARBOR • (510) 687-8400 • Bob/Skip

CHEOY LEE 30 KETCH 1/6 partnership. Classic wooden ketch. Great Bay/Delta cruising boat. Beautifully maintained by well established partnership. This boat has VHF, DS, Atomic 4. Berthed in Sausalito. Equity \$2,500 plus \$70/month. Call Craig, (415) 241-5097, (dys), (415) 388-3951, (eves).

LEASE A 37-FT YACHT, sail S.F. Bay or Coast. 37-ft O'Day, sleeps 6, mahogany stateroom, HWH range oven, 2 baths, wheel, roller furling, dodger, VHF. \$300 pay all for 7 day/month. Call Ken (800) 462-2185.

CAL 25. Great for entertaining friends! 1/4 equity, low use, recent haulout, sleeps 5, w/sink, head. BayBlaster. Kappa's/Sausalito berth. \$1,900. (415) 883-5418.

TIMESHARE CAL 29 at South Beach Harbor in S.F. near Bay Bridge. 50% usage, \$200/mo. Great boat, great shape, great harbor. Roller reefing, diesel. Some experience required. Call Dan (415) 552-2781 or Dave (415) 285-7448 (eves) for meeting and test sail.

CO-OWNERSHIP. Easy terms to enjoy 1/3 - 1/2 of Bristol, 30-ft. Nonsuch Ultra. dsl, documented, AP, dodger, Loran, VHF, stereo, propane stove/oven, hot water, separate shower. Berthed in SF South Beach Marina. Call (415) 467-6645.

TRADE

TRADE ALL OR PART of my classic car collection for high quality sailing yacht over 44-ft. 53 Bentley convertible, and 2 totally restored Jaguar 120 roadsters. (303) 926-3510.

BEAUTIFUL 3 BEDROOM, 3 bath home with 3 acres near Medford, OR on hill with spectacular 300° view of the Rogue Valley and surrounding mountains. Will trade \$90,000 equity for quality 37-ft. plus cruising sailboat. Total home cost \$185,000. (503) 664-4207.

I NEED TO SELL OR TRADE my 39-ft center cockpit Yorktown. She is fully equipped for comfortable cruising around the world. Due to circumstances too lengthy to describe, I can't use her as intended. Give me a suggestion how we can deal. I can use stuff like tractor with a back hoe, 4x4 truck/camper, cash or R.E. She is worth \$45,000 and I am sure that when you see her, you will agree and fall in love with her. I will help you get started with the details of your cruising plans and I will deliver to the Bay Area. Send for 4-page descr./equipment list. Cadeuono 183, La Paz, B.C.S. Mexico or (408) 245-1440.

TRADE 2 SACRAMENTO HOUSES with combined equity of \$65,000 for 35-ft to 45-ft sailboat. Must be great liveaboard. Houses are rented with good tenants for \$700/mo. ea. Both have \$80,000 mortgages. Good investment. (916) 921-0880, Wes.

COMMERCIAL RETAIL BUILDING. Occupied with income. Downtown Tacoma, Washington. Building owned free and clear. Estimated value \$55,000 - for a 37'-45' fiberglass cruising sailboat. Pilot house preferred, but not necessary. Or use building as down payment on sailboat. Call (916) 477-8677.

SACRAMENTO RIVER FRONT HOME with 206K equity for sailboat plus cash to balance. Boat should be in the 100K range from 35' to 50' and be good liveaboard. Call for package and details. Nancy (916) 646-1352.

FOR SALE OR TRADE. 2 homes on 3 acres near Placerville, bordering National Forest. \$1,000/month rental income. Nice vacation area. Lakes, rivers, hunting, fishing, swimming, airstrip close by. Good investment, positive cash flow. View, extras. \$112,000. Divorce sale. (916) 622-8169.

41-FT FORMOSA KETCH. F/G, '72. Ready to cruise? We're land locked. Will consider trade for Bay boat. Classic bluewater cruiser. Excellent condition. \$75,000 plus invested; Ballena Bay, call (408) 282-7759 days or (510) 521-5588 evenings.

WANTED

SAILING BOOTS WANTED. Several pairs original old style 1970's lightweight rubber Sperry Topsiders. All black tops, white squeegee soles and heels. \$25/pr. med/lrg. (206) 722-3385. 5221 Seward Park Ave. S., Seattle, WA 98118.

BOOM FOR 36-FT BOAT. 18' or longer (mast from small boat would work). Diameter: 4.5" if round, 5" to 6" if elliptical. Also need winches and S. S. sinks. (415) 923-9029.

LIVEABOARD: Seeking 37-ft or larger sailboat in Glen Cove. Non-smoking female. Will lease-option or rent. Jan, (707) 425-4458.

30-36-FT BAY BOAT. Must be good sailer and bluewater capable. Must have inboard, 2 separate cabins (4 adults), good sails, etc. Will pay to \$30,000 for the right boat. Call Rich at 689-4290 or 747-4390.

MacGREGOR 26-FT, 1990 up (inside rudder only). Must be very reasonable priced w/trailer. Also, want crew position on same model in SF Bay. Call (415) 928-1481.

CRUISING SPINNAKER, 3/4 oz., luff 46', foot 28'. Will consider standard spinnaker if price is right. (510) 521-1050.

CAN I RENT YOUR LIVEABOARD or houseboat? Sacramento vicinity. 43 yr. professional female, very quiet, neat, resourceful, references. Boat doesn't need to leave slip. Contemplating buying, need to try living on water. Great caretaking tenant. (800) 852-7624, ext. 3090.

LIVEABOARD SITUATION, or boat sitting. Need a nice boat to eat, sleep, shower, study. Single white male, college student, clean responsible, respectful, have credible references. Understand and respect how precious your boat is. I'm a local yacht diver, and do great work top side, varnish, teak, oxidized F/G. Will keep your boat looking great. Can work for and/or pay berth fees. Call Jam (415) 435-0704 or (415) 925-0745, ask for Jam.

MOTORSAILER, 44-FT LANCER or similar in good condition anywhere in world. Call (206) 523-8389 or write: Boatfolks, 8220 - 42nd Ave., N.E., Seattle, WA 98115.

SAILDRIVE, VOLVO PENTA, 7.5 or 10 hp wanted in any condition. All or part. Call (510) 676-7675.

LET YOUR SAILBOAT EARN MONEY! Two experienced Bay sailors are looking for a yacht to lease on a monthly basis. We are willing to offer \$\$\$ for full or partial monthly use. Will perform light maintenance. Please call Joe at (415) 239-8130 or (415) 879-0174.

12V HEAVY DUTY ANCHOR WINCH. Prefer vertical. 3/8 chain & rope Gypsy. Wanted: Stainless steel water tanks, any size. Wanted: Compass for steel boat. Wanted: Charts of Western Pacific, Philippines, Gilbert, Ellice, Solomons, Mariana's, etc. Please call (916) 622-8169.

WAREHOUSE/STORAGE SPACE with drive-in capability wanted in Marin or Petaluma area. Minimum 300 sq. ft. Can pay \$200-\$500 monthly depending on size and location. Call Jim at (415) 435-1698.

USED GEAR

GIBB HARDWARE: Winches, winch handles, turnbuckles, shackles, snap shackles, turning blocks, small goosenecks, deadeyes, blocks and pulleys. Lots of bronze hardware. Boxes of misc. hardware. All English made. All new in factory wrappers. Cheap. (707) 542-7245(wk).

ALCOHOL STOVE/OVEN. Super clean little used 2-burner alcohol stove with oven by Hillerange. Get it out of my garage. Avoid propane explosions. \$70 or something. Call Jonathan (415) 421-8890 ext. 230, anytime.

SOLAR PANELS 1 X 4 ft. Arco M 52, used, good condition. \$150. (415) 365-9475.

NAVTEC hydraulic backstay adjuster, model A12 for big boats (5/8" pin diameter): New, never installed, \$650. Spinlock rope clutches, XL models for up to 9/16" line: 1 single \$30, 1 triple \$100. Call Tom (408) 395-4648.

REFRIGERATOR WITH FREEZER, 12V/120V Norcold 20" w X 20" d x 30" h, \$250. 3-brass wall mount, 12V lamps, with shades and Gimbaled \$25 ea. Marine TV antenna with amplifier, 12V \$50. (415) 883-1647.

1990 MARINER 4 HP OUTBOARD, integral gas tank. Forward, reverse, neutral. Used twice in fresh water. In shipping container. As new. \$575. (415) 567-1742.

CNG GAS SYSTEMS STOVE 3-burner w/oven & clamps (Brown enamel & brushed stainless) Great condition, \$375 obo. 120AC to 12VDC (9 amps) Refrigeration converter, \$75 obo. Magma charcoal Barbecue, \$45 obo. Baba 35 sails (cutter rig) main, jib, staysail, good condition, offers. (415) 592-4294.

SAAB 10 HP DIESEL ENGINE. Original hand starter. Runs great. Need to sell, \$850 obo. Reasonable offer. Dan or Diane, (510) 439-2003.

FOURWINDS II wind generator with centrifugal air brake, mechanical (caliper) and electronic brake, voltage regulator, bump start switch. Stern pulpit mount. Installed but never used. \$1,150. Also will sell mounting pole. (408) 724-8188.

ALDEN TR-1 WEATHERFAX incl. 80-ft. 3/8" + 80-ft 5/8" antenna cable. AC/DC auto program/SSB. New. \$4,000. Would like \$2,000 obo. (408) 459-8189.

SET OF SAILS FOR SWAN 44. Main (North), jib (Sutter), cruising main (Watts), and spinnaker. Call Chris, (805) 541-2246. All are in very good condition.

CRUISING SPINNAKER FOR SALE Hood MPS, 3/4 oz. 658 sq. ft. RP 20.63, multicolor, blue, lt. blue & white. \$900 obo. Made for 33-ft Morgan O/I. Was and is seldom used. So if you can put it to use, call (707) 374-4366.

PALMER GASOLINE ENGINE wanted to replace worn out engine. Must either be in good running condition or require minor work to run well & reliably. (510) 653-8820.

INDUSTRIAL SEWING MACHINES. Adler 166, will sew anything zig-zag or straight stitch, \$1,200. Singer 143 (107) with puller for seaming, no reverse. \$400. (415) 347-0795.

ELLIOTT LIFERAFT, 1990. 6-man, double floor, double ceiling, offshore liferaft in canister. Needs re-pack. Replacement @ \$4,500. Will sell for \$2,300. Call (510) 652-2109.

ATTENTION BARGAIN HUNTERS

Deluxe Sunbrella Sailcovers \$12 ft. Curtains for Sail \$18 to \$30 a port
100% Satisfaction Guaranteed, no money down
Also Jib & Sheet bags, Winch, Tiller, Wheel, & Cushion covers cheap!
Fast delivery, Call Bobbi 415-331-5919



SEAWOLF MARINE SERVICES

Known in the Bay Area for over 10 years
Hull maintenance, Haulouts, Zinc, & Prop service
Inspections & Surveys, Salvage & Recovery
(510) 559-9289 or (800) 801-WOLF (9653) 24 hr. Service

MAIL SERVICE AND MORE

Serving Cruising clients with mail forwarding, message service and marine supplies. Visa/Mastercard
St. Brendan's Isle, Inc. • 60 Canterbury Court, Orange Park, FL 32065
1-800-544-2132

IN HARBOR ELECTRIC

Boating Equipment Installation, Repair, and Service

Electrical Surveys and Needs Assessment

Steve Keefe

(510) 236-5419

MARITIME ATTORNEY

Specializing in warranty, purchase contracts, sales/use tax, liens, charters, construction/repair, accidents since 1960.

Experience counts: 44 yrs. of Bay and Coastal racing/cruising.

William E. Vaughan, 17 Embarcadero Cove, Oakland • (510) 532-1786 • FAX 532-3461

Gus Danzer

BOAT REPAIR

Quality work in wood or fiberglass.

Exterior or interior.

Best price on reliable blister repair and prevention.

Top of the ways, 5th Ave. Boat Yard Oakland

References given.

510-835-5713-days
510-865-7176-even

15KW MARINE ONAN DIESEL. MDJF brushless, 150 hours since new. 240-120v includes muffler and spares. Will deliver to Bay Area. \$3,650 obo. (619) 722-4458.

NORTH TRI-RADIAL SPINNAKERS: 1 1/2 oz., 3/4 oz., and 1/2 oz., plus 150% mylar genoa. \$800 each or b/o. New Furuno 1730 radar receiver, \$450. And 2 Texas Instrument Lorans @ \$100 ea. (510) 261-7034.

ATOMIC 4 REBUILD, \$1,600 with exchange. And parts for sale. Call (510) 727-1090.

LEWMAR 55 WINCHES. 2 speed, chrome, \$1000 (each). Magnavox MX 4102 SatNav, \$300. (510) 845-7132 (days); (510) 935-4751 (eves).

EVINRUDE 6 HP LONGSHAFT, 2 fuel tanks. Excellent condition! \$1,200 or b/o. Also: 1 main and 2 jibs (22'), \$350 or b/o. (510) 848-8174.

ATOMIC 4 ENGINE. Good compression, runs great. Replacing with cruising engine. Will demo. \$500 you help me remove, \$700 I remove, with cables and control. Call Don in evenings (408) 867-3156.

SAILS: PEARSON 36.5. Drifter, red/white/blue. Luff 43'; leech 40' foot 23' sq. ft. 455, L.P. 21.16. Excellent condition. Genoa - luff 41'; leech 36' foot 18' 323 sq. ft. L.P. 15.75. Good condition. Days (415) 737-3769 or eves (415) 971-6770.

3 KW KOHLER DIESEL GENERATOR with sound shield, \$1,300. Barlow winch for mainsail, \$50. Mustard 12v, vert. windlass rode only \$150. (415) 454-0135.

TRAILERS. New and used for 20-27' sailboats. Call (800) 321-8972.

GENOA 150. Roller furling (off Cal 39). VG cond., \$650. Hood SeaFurl rolling furling, \$400. CNG tank, regulator, 16' hose, \$150. Wanted: cruising spinnaker. (510) 522-7408.

MISCELLANEOUS

CLUB NAUTIQUE unlimited single membership. Great saunas. All ASA courses plus sail for less. \$2,750 value for \$1,975. (916) 961-9172.

LARGE BOAT TRAILER adjustable frame built for Westsail 32 has hauled 38-ft full keel. Includes 1967 Ford Cagover tractor with current CHP stickers. \$4,750. (916) 842-8281 (dys). Do-it-yourself.

RACING ON A BOAT? Still in school? Want to learn to build sails? Write something about yourself to 1125 N. Amphlett Blvd. San Mateo, CA 94401.

FREE BOAT SITTERS. Experienced cruising couple will boat-sit free. Minimum 37-ft sailboat, 30-ft powerboat, anywhere in the world, minimum two weeks. We pay our own travel expenses. (206) 523-7940 or write: Boatfolks, 8220 - 42nd Ave., N.E., Seattle, WA 98115.

FREE PICTURES of your boat in exchange for releases so I can try to sell them. Big boats and classics preferred. Maybe your whole fleet? Call me, I'll explain. Reid (415) 924-8037, eves or P.O.B. 422, Corte Madera, CA 94976.

CLUB NAUTIQUE LIFETIME unlimited single sailing membership. \$2,200, worth \$2,700. ASA Sailing School rated "Best in the West". Active sailing, cruising, classes and social calendar. Resellable. (510) 935-1952.

BERTHS & SLIPS

2 BERTHS FOR RENT in bright, clean, secure Emery Cove Marina. Immediate access to entire Bay. One month free rent on one year term. Berth 1 - 40', average rent \$165, Berth 2 - 50' average rent \$229. Paul Sinz (510) 687-0111.

32-FT BERTH, in Delta, great sailing location, Brunes Island, off San Joaquin Channel, few miles from Isleton, nice marina, gated, haulout yard, choice island slip. \$150/mo. Prefer year round. Call John at (510) 798-3067.

SAUSALITO PRIME LOCATION, Banana Belt. Slip 36x16-ft, sub lease. June 8th-Sept. 8th. \$300 per mo., includes free parking, power and water. (415) 331-6966 or 342-4821. Discount if paid in full.

SAN FRANCISCO BAY 40-FT SLIP. Full ownership, not a long-term lease. Easily accessible Emery Cove Marina. \$28,000 financing available. (510) 932-0332.

PIER 39, 40-ft. berth for sale, upwind, midway D-dock. \$23,000. (408) 723-4720.

40-FT UPWIND BERTH FOR SALE. Own a piece of the Bay! Emery Cove Marina. Great location. A very secure, well-managed and maintained marina with all amenities and a bright future. \$32,000-terms. (415) 391-4357.

PROPERTY FOR SALE/RENT

MECHANIC SHOP FOR LEASE in established boatyard in San Juan Islands. P.O. Box 203 Deer Harbor, WA 98243, (206) 376-4056 (phone), (206) 376-2235 (fax).

FISH FROM YOU OWN DOCK. For sale by owner, gorgeous views from 3-story, 6 yr. old 2x6 engineered, insulated home with dock on Napa River deep water channel, minutes from San Pablo Bay. Dock can berth 50' boat. Large family room, 4 bedroom, RV parking, workshop, garage, large deck. \$340,000. (707) 253-9130.

SAILOR'S DREAM HOME - for sale or rent. Waterfront condo with spectacular view across San Francisco Bay. 3rd floor 2 BR/2 BA unit at Marina Bay. First-rate municipal yacht harbor just across a beautiful park. Quiet with excellent security. Slips of all sizes available. \$165,000 or \$980/mo. (510) 412-0822.

NON-PROFIT

BARBARY COAST BOATING CLUB. The gay yacht club serving Northern California meets each month at the Berkeley Yacht Club. Visitors are welcome. For info. please call (415) 905-6267.

LA BON KUN needs \$25,000 in donations to establish our youth sailing program. We want to buy (donated boats welcome) a sail boat, in fair condition. Contributions or inquiries: Attn: Julián Ibáñez, La Bon Kun, 1610 Post Street, Penthouse, San Francisco, CA 94115.

CREW

SEMI-RETIRED mid 60s East Bay man, neophyte but serious sailor, seeks another (neophyte or experienced) sailor with similar objectives to share mid-week doublehanded charters (or time-share) of 33'-50' boats. Objective: Sail and boat handling experience and practice. (510) 525-2754.

NEED TWO (THREE?) for semi-relaxed Hawaii round trip cruise, Summer '94 on 1990 Hunter 30. (Or 2+ over and 2+ others return). Please know sailing basics. Share expenses/prelabor (mostly done, maximum redundancy). All start practice/shakedown now. David, (510) 658-5797.

FEMALE SAILING COMPANION WANTED. Bookish, slender, classical music. Will exchange picture. Artisan: 647 Pacific, Alameda, CA 94501.

SKIPPER & CREW CONNECTIONS The Sailing Network (a non-profit group) welcomes novice or experienced sailors for year-round sailing, raft outs, nautical activities. Monthly meetings. Call Lynne Orloff-Jones. (510) 769-8466.

BLUEWATER SAILOR, 56, looking for female crew member companion to cruise Mexico, So. Pacific. If you are 45-55, trim, athletic, non-smoker with some sailing experience, maybe we can sail to where its warm on my 46' ketch. Contact Charlie, (510) 895-5788.

MALE PROFESSIONAL, 37, seeks attractive, athletic Christian woman, age 22-30, for day sailing & coastal cruising in 36' sloop. (510) 521-1050.

URGENT SHORT NOTICE 2 crew needed, leaving Raiatea, French Polynesia, June 8th for Fiji. Short stops in Cook and Tonga islands. Crew to pay air transportation and share in food expenses. 1980 Peterson 44, fully equipped for ocean sailing. Call Doug Cook, (702) 826-0599.

SKIPPER/PILOT, CG master 350 tons, world wide experience sail, power. Extensive knowledge Queen Charlottes, West Coast Vancouver Island. Just single-handed Panama-Hawaii-Victoria. Never sea sick. Early naval retiree/yachting journalist seeks interesting voyage. Have GPS. Victoria, (604) 652-6740.

WOULD LOVE TO SAIL on a boat larger than my Columbia 22, especially with an older and available skipper. Am educated, etc., a woman, 52. Or, how exciting a star would be. Please call. (415) 986-5817.

NAVIGATOR WITH EXTENSIVE bluewater experience, competent in celestial, GPS, SatNav and weatherfax for 50-foot ketch leaving S.F. to Hawaii 3 July 1993 return 2 August 1993. Send resume to 2600 Capitol Avenue, suite 414, Sacramento, CA 95816.

ADVENTUROUS SAILOR. Intelligent, sense of humor, successful, sincere. Enjoys theater, literature, bicycling and the outdoors. NS, 39, 5'9", slim, fit, seeks attractive woman of similar qualities for ULDB travels. Sail south in '94? P.O. Box 4014 #492, Alameda, CA 94501.

MEXICO BOUND MID-OCTOBER. Port hop, dive Channel Islands enroute, then Sea of Cortez (new compressor on board). See April and May ads for more details. Other skills sought: SSB licensed, underwater photographer, mechanical ability. Dr. Bob Schemmel (408) 395-3054.

CREW MEXICO '93. Dufour 35 cruising sailboat. Mexico/Hawaii veteran. Strong, seaworthy, comfortable. Cruise equipped with extras: solar panels, ham/SSB, Bimini, water purifier, customized interior, GPS, more. \$60,000/offer. Call Ted (916) 292-9172.

DO YOU WANT TO SAIL? Male/female crew members needed to help exercise my Hunter 30. Experience is not necessary. Seniors are especially welcome. Previous crew members are welcome back. Call Bob, weekdays (209) 795-2182, weekends (510) 215-8110.

CREW ON BEAUTIFUL NEW 51-FT BENETEAU from Cabo San Lucas to San Francisco. Leave Cabo on November 8, 1993. In Sausalito before Thanksgiving. George (415) 693-4612.

OYSTER POINT MARINA
A Full Service Marina • Berthing Available
(415) 952-0808



NOAA WEATHER BY PHONE
Official Marine Forecasts • CA & Nationwide
BOAT/U.S. Weather Watch • 1-900-933-BOAT
.98 cents per minute

SAIL MENDOCINO

Sail the Lost Coast of Mendocino.
Private chartering allows you to design your own cruise from single day to week long.
Fully equipped for offshore passage-making. (707) 877-3308.



AmeriVox America's New Voice in Calling.
Try the best phone card available: AmeriVox Calling Card.
Save money by eliminating costly surcharges while getting excellent rates. 100% Satisfaction Guaranteed.
Find out how to get 30 minutes FREE. Jordan's Yacht Services • (800) 788-5551

SURPLUS BOTTOM BOAT PAINT

Hard red vinyl anti-fouling paint. Mfg. Woolsey. 72% copper. Reg. price: \$180/gal. Our price \$50/gal. Also black vinyl & other mfg. available. Ablading paint, 50% copper, \$50/gal. Primer & other epoxies, \$10-\$15/gal. Polyurethane, \$20/gal.
Also Surplus boats, 26'-34' - Bargain Prices! • (415) 588-4678

LINDA NEWLAND DELIVERS

Reliable, Economical, Proven. June-Sept. 1993. To/from Hawaii, coastal, post-race from Catalina and Santa Barbara. Over 50,000 bluewater miles - singlehanded, skipper of crewed ocean races and yacht deliveries. Coast Guard licensed. Insurable.
Credentialed navigation instructor. Resume and estimates on request. (510) 521-7172.

WILL CREW TO OR FROM HAWAII this summer. Very reliable. Tracey (805) 969-6396.

IN SEARCH OF FIRST MATE. I'm a white male, 39 and have owned my Cabo Rico 38 for 10 years. 1984: Cruised singlehanded to Mexico. Got tired of my own company and returned. 1985: Lived aboard. 1986: Married. 1988: Bought home in Santa Rosa. 1993: Divorced. Getting house ready to rent. Moving back aboard. I am looking for a comfortable relationship with a female between 25 and 40 who enjoys cruising. No drugs except alcohol. Call Bob (707) 575-3595.

SM, 30s, SEEKS FEMALE CREW with bright, energetic attitude and sense of adventure for Mexico in Fall and beyond. Let's shake down my 34-ft sloop this summer. A person who said they never had a chance never took one. Call (415) 728-8178.

FROM PARADISE TO SAN FRANCISCO. Crew wanted to help deliver beautiful 46-ft ocean racer from Honolulu to S.F. Bay Area. Leaving mid-July. Send all inquiries to: P.O. Box 30951, Honolulu, HI 96820. Good cooks welcomed.

JOBS WANTED

AMERICAN SAILOR (38) seeks work in New Zealand. Consulate says I must have job offer to get visa. Prefer to work on or around boats. Advice greatly appreciated. References. Bruce Kremer, P.O. Box 410882, San Francisco, CA 94141. (415) 331-6629.

PERMANENT JOB WANTED. Able-bodied seaman seeks permanent position aboard charter or delivery service. Natural born sailor with 15,000 miles exp., passport. Anywhere, anytime. Expert painter/varnisher. Minimum salary required. Unencumbered, ready. Contact: Kurt Soller, 5411 N.E. Mason, Portland, OR 97218, (503) 281-5540.

BRIGHTEN UP YOUR BOAT. Single man with base in Santa Rosa would like to spend part of the week "aboard" in Marin. Will exchange repair, restoration, brightwork, etc., for part time sleep aboard, work about. Call Barry McWaters, (415) 721-4321.

COUPLE BACK FROM PACIFIC TOUR seek live-in eldercare position in Marin. Work out, but will shop, errands, household/landscape, excellent cooks in exchange or ? References, college grads, professional. (415) 461-2012 eves or leave msg.

HELP WANTED

HAWAII (Keehi Lagoon near Honolulu Airport). Low rent (flexible) in exchange for work on 55-ft steel houseboat. Welding, carpentry, fiberglass, small engine repair, plumbing/electrical. References required. Call Nigel (808) 946-4613 or write: P.O. Box 12126, Honolulu, HI 96828.

SAILBOAT MAINTENANCE: Part time job at \$10/hr, once a week to clean interior (and exterior) plus other projects on 35-ft race/cruise sailboat at South Beach Harbor, San Francisco. Work as independent contractor on your own time schedule. Write cover letter and resume to Maintenance Job, P.O. Box 1727, Burlingame, CA 94011.

HARBORMASTER/GENERAL MANAGER position available. Motivated, energetic professional required by premier Bay Area marina. The candidate will be thoroughly grounded in marina management including: negotiation of rental contracts, maintenance of marina property, and ability to interface with govt. agencies. Responsibilities include supervising all personnel, budgeting, and developing/maintaining record keeping systems. Computer literacy is a plus. Excellent compensation package. Send resume and salary history in confidence to: P.O. Box 1402, Menlo Park, CA 94027.

WOMEN SAILING INSTRUCTORS NEEDED. Northern California's oldest sailing school is looking for female instructors. Sailing and teaching experience required. Many benefits incl. yacht charters, plus top pay commensurate with experience. (510) 232-7999 or (800) 321-8972.

BUSINESS OPPORTUNITIES

GRAND MARINA MARINE CENTER. Join us and 25 other marine service specialists at our 400+ berth marina with 60 ton travel lift. 200-2000 sq. ft. spaces available surrounded by 3,500 boats in the Oakland Estuary. Call (510) 865-1200.

TOO LATE TO CLASSY

NORDIC FOLKBOAT 25-FT. Hull #48, all new S.S. rigging, new S.S. pintles & gudgeons, etc. Good sails, hull sound with no rot, refinished from bare wood summer of '91. Sausalito berth, beautiful boat, ideal for S.F. Bay. I've spent over \$8,000 so you don't have to. Sacrifice for \$4,400 obo. Hond 9.9 o/b \$750. (415) 255-5911.

28-FT WOOD SLOOP. Double ender, diesel S.F. berth, 50 gal. alum. & SS tanks. All teak trim & deck, teak & holly sole, CQR with winch, 200-ft. chain, Barient, ab refer, Ritchie, Signet needs finish work. \$11,900. (707) 829-0320.

OLSON PARTNERSHIP. Extremely well maintained boat with all go fast upgrades including double spreader rig, rebuilt (jock-strap) mast step, & upgraded backstay. Four chutes plus North Kevlar jibs & full batten main. Full electronics including Loran, KVH compass, & Signet Smart Pak. Epoxy barrier in 1990 & new bottom paint every year since. Skipper & crew very committed to one design racing. Join a strong and exciting one design class. (415) 469-5024.

ETCHELLS'S '93, Kenyon mast & boom, '93 North sails, '93 North boat cover. Ready to race. \$11,500. 454-0430.

CLASSIC MAGELLAN 36 KETCH. 1977. Great cruise boat, upgraded with new main, new instruments, new S.T. winches, hauled and bottom paint in Sept. '92. Good sail inventory, beautiful classic ketch, lots of comfort, and teak interior. Well priced at \$49,500. Call Ken, (415) 759-7575.

CATALINA 27. Just hauled. 10 hp I/O Universal II. Dodger, tabernacle mast, custom dinette interior. Same owner 11 years. Mexico veteran. Anxious 2-boat owner. Must see to steal at \$9,500. (707) 644-8332.

SANTANA 22. All the right upgrades, 5 sails, compass, DS, o/b, stove. \$3,500. (707) 544-0209.

470. Excellent condition and comes with lots of stuff. Entertain all offers. (209) 474-9909.

CATALINA 22. Swing keel, trailer, 4 sails, sleeps 4, (or 3 adults, 2 children). Good condition, 5 hp motor. \$2,900 obo. Inverness berth. Call (415) 453-7921 (am/pm). After 6/26, (415) 669-1073.

HINCKLEY 35 tip-top shape and ready to cruise. Must see this gorgeous F/G classic beauty to appreciate. Fully equipped and updated, call for inventory. Single family ownership for 23 years. Be the next very proud owner for \$64,500. (805) 528-2225.

NEW 66 HP YANMAR diesel, \$7,500. Roberts 434 steel, radius bilge project. Frame sandblasted, primed, set-up, can be moved. All steel to complete hull. Gantry and hoist. \$8,000. Call (209) 634-8389, Iv. msg.

CAL 20. Hull, sails, spars and hardware all in good condition. Needs some minor work and TLC. First \$1,000 takes it. Anthony or Rick, (510) 843-4200.

AVONTYPHOON 13-FT. Black w/alum. floor. 30 hp Nissan, Calu trlr. Total use 20+ hrs. \$8,500 new, will sell for \$5,900 obo. Rick (510) 843-4200 (dys), (510) 654-1272 (eves).

PUT YOUR BOAT TO WORK

30 to 40-foot sailboats needed for charter fleet. Must be insurable and in good condition. Prefer berths in San Francisco, Sausalito, Emeryville or Berkeley. Call Nan at (510) 527-4298

ATOMIC 4 EXCHANGE

0 Time - Complete • Ready to Install
20 Years Reliable - Reasonable Service
We ship • San Diego (619) 722-4458

MARINE OIL CHANGERS



Your slip or yard • Complete removal of old oil & filters
• Insured • Complete clean-up
• Chevron Dello and Penzoil oil & filters featured
Agents wanted. Call for Estimate & Appointment • (800) 924-0917

OUR READERS ALL OVER AMERICA

HAVE EARNED POSITIVE CASH FLOW
by simply using the basics we teach in our 110 page illustrated book:
How to Own a Yacht and Make It Pay
\$12.95 ppd. Seabern Pub., 1340 Front, Lahaina, HI 96761

MARINE METALWORK

- Design, Fabrication & Installation
- Safety Rails
- Radar Mounts & Arches
- Hardtops & Enclosures
- 20 Years Experience

1924 Willow St. (at Clement), Alameda, CA 94501
(510) 521-8966

RAILMAKERS

PROUDLY SERVING SAN FRANCISCO BAY SINCE 1985

NORTH BEACH MARINE CANVAS

Marine Fabricators Association Award for boat Salon/Interior 1993

49 LUSK ST., S.F. • 415-543-1887 • Fax 415 543-0250

PENINSULA MARINE SERVICES

FACTORY AUTHORIZED DEALER FOR:

**VOLVO
PENTA**

CERTIFIED



Universal
GAS & DIESEL

NORTHERN LIGHTS
DIESEL, ELECTRIC &
POWER SYSTEMS GENERATORS

Velvet Drive
MARINE TRANSMISSIONS

aquadrive

cva unit
scatra constant velocity alignment unit



- We Carry an Extensive and Comprehensive Parts Inventory for All the Lines We Handle.
- We Specialize in Diesel & Gas Marine Propulsion System Repairs.
- All of Our Service Personnel Are Factory Trained and Are Experts in Their Field.
- Service in Shop or at Your Dock

(415) 366-2636

Fax 415-366-1938

1-800-334-3144

Parts Hotline (recorder)

639 Bair Island Road, Suite 8, Redwood City, CA 94063

DONATE YOUR BOAT TO THE SCOUTS

Power or Sail

- Your donation is tax-deductible. Let us show you the attractive value and speedy transfer that we can arrange.
- Eliminate broker fees, advertising and berthing.
- Help instill the love of the sea and boating in the youth who participate in scouting. The Scouts are looking for any craft, power or sail, in serviceable condition.



CALL US TODAY!

STANFORD AREA COUNCIL
BOY SCOUTS OF AMERICA

Ask for Bob Dillard

(415) 327-5900



In the heart of Monterey Bay
Just East of Santa Cruz Harbor

For info. or reservations:

(408) 462-2208

1400 Wharf Rd., Capitola, CA 95010

SEASONAL MOORINGS

MAY 1 - SEPT. 30

DAILY SHOREBOAT SERVICE
VHF CHANNEL 11

Afternoon\$6
Overnight\$12
Weekly\$75
Monthly\$220
Seasonal ..\$1000

Restaurants • Supplies • Shops
Beaches • Shower • Laundry

Refrigeration

**IF IT STAYS COLD IN SAN FRANCISCO
WILL IT STAY COLD IN FIJI?**

Buy a system designed to meet your needs -

Call the Marine Refrigeration Specialists

Sailworks
FLEMING MARINE DISTRIBUTOR

Alameda Marina
510/521-4942

YOURS FREE

Our full color brochure explains:

- How to fly Pole-less spinnakers
- How to decide which size furling genoa jib to buy
- How to decide if a fully battened mainsail is right for your boat.

FOR YOUR FREE BROCHURE, PHONE TOLL FREE:

1-800-341-0126

AMERICAN SAILS, USA

Welcome to Harris Yacht Harbor
Saturday, June 12th "Safe Boating Day"
Activities and Fun for Kids & Adults

- ★ Boaters' Flea Market
- ★ Courtesy Boat Inspections
- ★ Helicopter Rides Over the River
- ★ Super Savings on Safety Gear & Apparel
- ★ Drawings, Contest and Much More
- ★ Food, Refreshments & Live Music



Booths available by Contacting the Harbor

(510) 687-8400 or 458-1606

100 Trojan Rd., (off Port Chicago Hwy.)
Pittsburg, CA 94565





**SPECIAL
OFFER!**

**ONE
MONTH
FREE***

**GOOD
THRU
DEC.**

*for new
berthholders
with
6 mos.
lease

EMERYVILLE CITY MARINA

A quick trip to the Bay,
a quick trip from your home.

RECENT UPGRADES AND OFFERINGS:

- ◇ Recently dredged berths and channel
- ◇ FREE utilities
- ◇ FREE launch ramp & fish pier
- ◇ NEW full service chandlery
- ◇ NEW bathroom, shower, laundry facility

Call for competitive rates

EMERYVILLE CITY MARINA

3310 Powell St. exit
off I-80

Emeryville

next door to Hank Schramm's Sportfishing

(510) 596-4340

fax (510) 596-4342

Consider all the features of Emeryville's Design Award-winning Marina. Centrally located for the entire Bay Area with easy driving access by car and quick access to terrific Bay sailing. Check all these features:

- | | |
|----------------------------|-----------------------|
| ◇ Phone hook-ups | ◇ Excellent security |
| ◇ Dock boxes | ◇ 25'-60' berths |
| ◇ FREE pump-out station | ◇ Restaurants |
| ◇ Fuel dock - diesel & gas | ◇ Sportfishing center |
| ◇ Ample free parking | ◇ City park |



STANFORD UNIVERSITY SAILING PROGRAM

Vessels for sale:



1985 Dehler 34 auxiliary racing sloop. Built by Dehler GMBH (Germany). Sistership (shown above) to 3/4 Ton World Champion. Includes new mast and North mainsail, Raytheon and Brookes & Gatehouse instruments and plenty of sails. Yanmar 27 hp diesel engine. Ready to race and win.

ALSO AVAILABLE:

1974 MacGregor 24 with trailer

1979 Boston Whaler 5.2 Harpoon Sailboat with trailer. Outstanding condition.

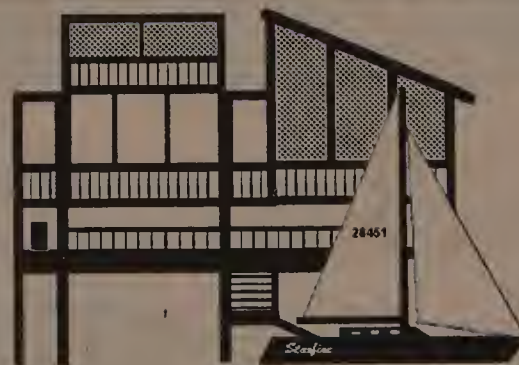
1974 Balboa 26 auxiliary sloop. Includes Trail Rite tandem axle trailer.

1977 Catalina 25 auxiliary sloop. Includes E-Z Loader tandem axle trailer.

1986 Boston Whaler 17' "Montauk" center console sport fisher.

For more information, please contact

Stanford Sailing Office • (415) 723-2811



DISCOVER MARINA HOMES AT BALLENA BAY IN ALAMEDA

**GORGEOUS TOWNHOMES WITH
DEEP WATER DOCKS
PRICED FROM \$359,000**

3 BEDROOM--2.5 BATH--30 FT. SLIP

3 BEDROOM--2.5 BATH--FAMILY ROOM--30 FT. SLIP

3 BEDROOM--3.5 BATH--FAMILY ROOM--LOFT--40 FT. SLIP

BOB OR WILLIE FLAHERTY, AGENTS

PH. 510-748-0600--FAX. 510-748-0221

KANE & ASSOCIATES, REALTORS



HOURS: Tuesday-Saturday
8:30 am - 6:00 pm

FULL SERVICE MARINE STORE
AND YACHT BROKERAGE
(415) 468-4422
FAX (415) 468-7588
3866 Bayshore Blvd., Brisbane, CA 94005

SAIL REPAIR
AND CLEANING BY
BAILIWK
SAILS & CANVAS

- Consignment Merchandise
- Rigging, Swaging, Nicro Press
- Electrical, Machine and Pump Repair
- Custom Woodworking
- Stainless & Aluminum Fabrication & Welding
- Used Sails
- Teak & Mahogany Lumber
- Marine Plywood
- CNG Exchange

**ANODIZED
ALUMINUM
TUBE**
1"-3" / 8' 20'
**25% OFF
RETAIL**

PACIFIC MARINE EXCHANGE, INC. YACHT BROKERAGE

SAIL

- * MacGREGOR 25, 1985. VHF, depthsounder, 4.5 a/b, excellent condition.
Price reduced \$3,250/owner finance.
- * CLIPPER 23, 1978. Excellent condition. *Price reduced \$2,900/owner finance.*
- * THUNDERBIRD 26. Needs help. *Price reduced \$750.*
- ERICSON 27, 1978. Diesel, fireplace. *\$16,500/owner finance.*
- MERIT 25, 1983. New 3.5 hp a/b. *\$7,900/owner finance.*
- * CORONADO 25, 1966. *Price reduced \$2,295.*
- RAWSON 30, 1964. Diesel, popular cruiser. *Price reduced \$13,500.*
- NEWPORT 33, 1984. Diesel, exc condition. *Price reduced \$34,500.*
- CORONADO 41, 1974. Loaded, consider small boat in trade.
Price reduced \$55,000.

- C & C 29, 1977. 5 sails. *\$16,000.*
- Rainbow Sloop, 1964. *\$800.*
- Cyclone. Complete w/trailer. *\$750.*

POWER

- * SAFTICRAFT SPORTFISHER 33, 1961. Steel hull, twin 305 engines.
Price reduced \$9,900/owner finance.
- TROJAN 25, 1977. Excellent condition. New canvas. *\$9,900/owner finance.*
- 32' STEPHENS CRUISER, 1947. Great liveaboard. *\$13,500/owner finance.*
- * SUWANEE 47, 1968. Great liveaboard. Clean, twin Volvo I/O.
\$15,900/owner finance.

* Indicates Bargain Boats!

ADVERTISERS' INDEX

ABC Yachts	182	Charter 'Yukan Jack'	128	Hawaiian Cheftan	130	Marelli & Melvin	74	Sailworks	172
Admiralty Marine Insurance	177	Chula Vista	24	Haynes Sails	159	NAMS	177	SAMS	159
Adventure Cat Inc	143	City Yachts	23	Helmul's Marine Service	159	Nautical Heritage Society	130	San Juan Sailing Charters	131
Alameda Multihulls	111	Club de Yates Palmira	107	Helms Yacht Sales	35	Navtec	65	San Leandro Marina	117
Alameda Prop & Machine	157	Club Nautique	28	Hidden Harbor	19	Nav-X	37	Sanford Wood	45
Alpha Marine Systems	16	Canch Charters	130	High Performance Charters	130	Nelson's Marine	184	Sausalito Yacht Club	21
Altmarine Electronics	61	Crane, D.F.	156	Hogin Sails	60	Nar Cal Yachts	31,32,33,34	Scan Marine Equipment	37
American Battery	159	Cruising Equipment Co.	99	Hood Sailmakers	44	Nar Pac Yachts	179	Scanmar Marine Products	27
American International Ind. Toal	159	Cruising World Pacific	6,7	Horizon Line	157	North Beach Canvas	171	Schoanmaker Paint Marina	64
American Sails	62,158,172	Cruising Yachts	176	Horizon Sails	107	North Sails	9	Sierra Detroit Diesel	29
Armchair Sailor	69	D'Anna Yachts	41,43	Hutchinsan Sparts	29	O'Neill Yachts	8	Sabstad Sails	56,57
ATM Yacht Charters	129	Desalation Sound Charters	131	Jack Rabbit Marine	156	Oakland Yacht Club	59,61	Salar Electric	159
B Boats	142	Detca	55	J-Boats	26	Oceanic Yacht Sales	177	South Beach Harbor	15
Bailiwick Sails and Canvas	69	DeWitt Studia	16	JordanYacht & Ship	180	Offshore Medical Seminars	53	Sparky Marine Electrics	36
Ballena Bay Yacht Brokers	180	Diesel Fuel Filtering	67	JY Sailboats	55	Olympic Circle Sailing Club	42	Spinnaker Shop, The	43
Ballena Isle Marina	183	Eagle Yacht Sales	25	Kappas Marina	36	Owl Harbor Marina	67	Spurs	43
Ballenger Spars	63	Edgewater Yacht Sales	181	Kensington Yacht	13	Oyster Cave Marina	21	Stanford University	175
Banksan Yachts, Ran	177	Edinger Marine	41	Kevin's Quality Marine	158	Pacific Coast Canvas	21	Starbrite	121
Barnett Yacht Insurance	158	Emery Cave Marina	98	Kurtz Yacht Construction	158	Pacific Marine Exchange	174	Starbuck Marine Canvas	53
Bay Ship & Yacht	61	Emeryville City Marina	173	Lager Yachts	179	Pacific Marine Exchange Brokerage	174	Stackdole Marine & Navigation Center	175
Bay View Boat Club	143	Encinal Yacht Club	27	Landfall Navigation	158	Passage Yachts	4,5	Superior Yachts	176
Bellhaven Charters	131	Essex Credit	63	Larsen Sails	71	Passpart Yachts East	178	Sutter Sails	156
Berkeley Marina	106	Everfair Enterprises	121	Leading Edge Sails	12	Peninsula Canvas	158	Svensden's Boat Works	14,46
Berkeley Yacht Club	49	Farallan Electronics	66	Lee Sails	66	Peninsula Marine Services	172	Tahoe Yacht Club	40
Blue Pacific	131	Farallane Yacht Sales	25,176	List Marine	158	Penmar	130	TAP Plastics	99
Boats For Sail	18	First New England Financial	17	MacDonald Yachts	177	Petaluma Marina	159	Tedrick-Higbee	19
Boater's Directory	65	Flaherty Real Estate, Bab	173	Marin County Boatworks	39	Petit-Marry	106	Tradewinds Sailing Center	48,50,52,54
Boater's Friend	49,51	Fortman Marina	12	Marin Yacht Sales	178	Pineapple Sails	3	Trask, Dan, Yachts	26
Basun's Charters	131	Ganis	20	Marina Village	47	Plastic Classic	143	Tropic Island Yacht Mgmt	128
Bay Scouts - San Francisco	65	Gianala & Sans	8	Marine Canvas Shop	156	Pryde, Neil, Sails'	36	Valleja Marina	107
Bay Scouts - Stanford	172	Gilmore & Associates	121	Mariner Boat Yard	30	Railmakers SF Bay	157,171	Vance Marine	157
British Marine	67	Glacier Bay	59	Mariner Square Yachting Ctr	30-35	Raytheon Marine Company	10	Vessel Assist	8
Brisbane Marine	49	Glen Cave Yacht Sales	181	Marian, Sails by	142	Regatta Yacht Sales	180	Voyager Marine	68
Brakaw, George, Yacht Sales	181	Gorman, Bill, Yacht Sales	11	Maritime Electronics	20	Richmand Boat Works	58	West Marine	69,70,71,72,73,74,75
Bruna's Island Resort	36	GPSC Charters	128	McGinnis Insurance	24	Richmand Yacht Service	29	Western Boat Listings	159
Caliber Yachts	39	Grand Marina	2	Metal Magic	63	Rip Tie	158	Westwind Precision Details	176
California Custom Canvas	67	Gulf Islands Cruising	131	Micralagic	53	Roll A Chart	121	Whale Paint Marine	62
California Maritime Academy	36	Hackworth Insurance	37	Modern Sailing Academy	41	S.F. Boat Works	19	Wind 'N Sea Adventures	126
Capitola Bay Marina	172	Harbor Marine	59	Monterey Bay Fiberglass	20	Sail Exchange	8	Woodenboat Magazine	39
		Harken	28	Moore Sailboats	74	Sail Fiji	126	Woolsey Paints	51
		Harris Yacht Harbor	172	Moarings, The	127	Sailing Connection	12	Yacht 'Axel Heyst'	179
						Sailrite Kits	87	Yacht 'Endeavor'	180
						Sailtec	143	Yachtfinders/Windseekers	179

Our advertisers like to hear "I saw your ad in Latitude 38"

TRAILERABLE BOAT HEADQUARTERS

OPEN 7 DAYS A WEEK

**NEW & USED
BOATS
ON
DISPLAY!**

*Sacramento's Most
Complete Chandlery.*

Books • Videos • Charts
• Navigation Equipment
• Navigation Instruction
• Mail & Special Orders

**SEE THE ALL NEW
HUNTER 19!
First one on the
West Coast**

NEW BOATS ON DISPLAY

SANTANA 2023



MONTGOMERY 15 & 17



HUNTER 23.5



***When it comes to trailerable sailboats –
Stockdale Marine has the Best Selection.***

SELECTED BROKERAGE

WITH TRAILERS

DINGHIES

8' N. Sabot
11' Korale Jr.
13' Cyclone
14' Force 5
14' Lido
14' Sunfish

MICRO CRUISERS

18' Capri
19' Rhodes
20' Cal
20' Ranger
20' Santana
21' Cal

WEEKENDERS

21' Freedom
22' O'Day Mk II
22' Catalina (3)
23' Mac. Newport
24' Laguna
25' MacGregor

MAXI-TRAILERABLES

23' O'Day
24' Balboa
24' Roberts
24' Pac. Dolphin
25' Lancer (2)
27' Balboa

WITHOUT TRAILERS

22' Ensign
26' C&C
27' Ericson
28' Santana
30' Islander Bahama
38' Down East
Help!! We Need Listings!

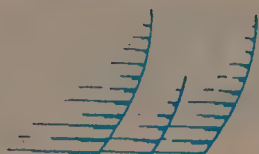
Stockdale Marine

AND NAVIGATION CENTER

• Chandlery • Specializing in Trailerable Sailboats • Over 50 Boats on Display •

4730 MYRTLE AVE., SACRAMENTO, CA 95841 ~ (916) 332-0775 • 1-800-900-SAIL (7245) • Fax (916) 332-2500

...A CLEAN BOAT ON A REGULAR BASIS SPECIAL SAVINGS IN JUNE



Westwind Yacht Maintenance

79¢/ft Once a week
89¢/ft Every 2 weeks
99¢/ft Every 4 weeks

Call now for the care your yacht deserves

(415) 661-2205

Offer Expires 6/30/93

CUSTOM FARR 38 KURREWA



Cruise this Custom Farr 38 with ease at 8 knots under power or sail! The cold-molded hull, *Kurrewa*, was built by C&B Marine in Santa Cruz, CA. This well-known Northwest boat has many sails and extras that have rendered it well-equipped for active participation in racing and cruising in the Pacific and also along the West Coast of Vancouver Island. This boat has it all – luxury interior, teak decks, excellent equipment, and ample power! Whether cruising or racing (or both!) *Kurrewa* has an unequalled combination of structural integrity, dependable coastal cruising, racing ability, and comfortable interior. \$96,000. Call Brian Saunders.

CRUISING YACHTS

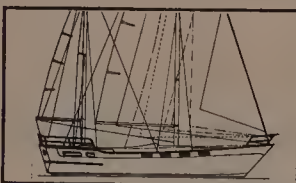
WILBUR • LEGACY • VICTORY TUGS • LORD NELSON

927 N. Northlake Way • Seattle, WA 98103
(206) 632-4819 • (206) 548-1050 (FAX)

SUPERIOR YACHT SALES



Pier 40 South Beach Harbor • San Francisco, CA 94107
415-543-2650 Fax: 415-543-2677
Embarcadero Cove • Oakland, CA 94606
510-534-9492 Fax: 510-534-9495



43' Amphitrite Ketch '85
Exceptional opportunity!
Try \$130,000



27' Cape Dory '79
Coastal quality cruiser.
Asking \$23,000



30' Ericson '81
Spacious, dsl, Bay sailer.
Asking \$30,000



41' Islander Freeport '80
All roller furl, very clean.
Asking \$79,000

25' CATALINA, o/b, very clean, '84 \$10,500
27' CAPE DORY, dsl, '79 \$23,000
27' CAL 2-27s, dsl, '76 Offers
30' NEWPORT, dsl, '79 \$25,000
30' ERICSON, dsl, '81 \$30,000
30' PEARSON, clean, '77 \$15,500
31' BOMBAY CLIPPER, '78 \$22,000
32' DREADNAUGHT, dsl, '79 \$45,000
32' ERICSON, dsl, LPU, '74 \$27,900
33' HUNTER, dsl, '79 Call
43' AMPHITRITE ketch, '82 \$155,000

43' C&C LANDFALL, Bristol, '84 \$129,500
43' SHANNON Bristol, '87 \$249,000
44' ALDEN CUTTER, equipped, '78 \$215,000
44' HERRESHOFF Cat ketch, '90 \$225,000
44' SWAN, fast, comfy, '73 \$116,000
45' FRERS performance cruiser, '90 \$285,000
45' JENNEAU Sunkiss, loaded, '84 Offers
46' ISLAND TRADER, ketch, '82 \$120,000
46' ERICSON, Bristol, '72 \$135,000
46' CAMPER & NICHOLSON Mk2, '78 \$168,000
48' C&C Landfall, Bristol, '85 \$249,000
50' SHANNON, aft ckpt Bristol, '83 \$269,000

1990 HUNTER 37 LEGEND by Luhrs

*Fast & Well Equipped
for both Racing &
Cruising*



RACING EQUIPMENT

Knatmeter - depthfinder - WS/WP -
Loran, complete spinnaker gear with
controls lead aft and two spinnaker
halyards - Upgraded primary winches
- 2 jib halyards lead aft - 1.5 spinnaker,
.75 az. spinnaker - 110% jib - 140%
genoa - folding prop.

CRUISING EQUIPMENT

VHF - stereo - Autopilot - dodger -
roller furling - Dutchman - two double
cabins - unique interior layout allows
both cabins private access to the head
- hot & cold pressure water w/shower
- gas stove w/oven set up for single
handling with self-tailing secondary's
and control led to cabin top. 35 hp
Yanmar diesel.

FOR INFORMATION



farallone yacht sales
(510) 523-6730

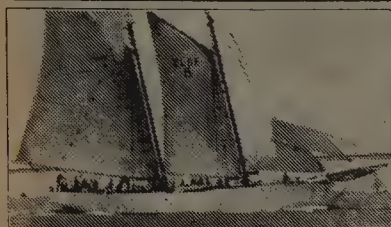
Considerably Under Market at \$79,000

(415) 331-0533
Fax (415) 331-1642

OCEANIC YACHT SALES, INC.

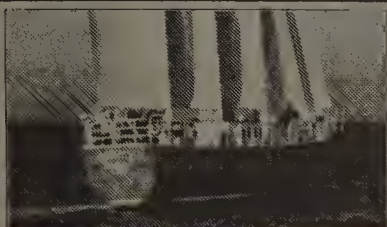
308 Harbor Drive
Sausalito, CA 94965

OPEN BOATS AT OUR DOCKS JUNE 19th & 20th



WANDERBIRD

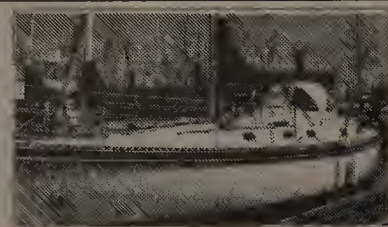
Sausalito's Classic Pilot Schooner is available for purchase. Thoroughly restored, she is part of maritime history. Principals only. Asking \$925,000 • PETER SHEPPARD



60' 3 MASTED GAFF SCHOONER 1991
4 staterooms accommodate 13. Diesel engine, 2 gensets, inside/outside steering. Cargo hatch. U.S. built for good chartering potential. Reduced to \$290,000 • PETE FROMHAGEN

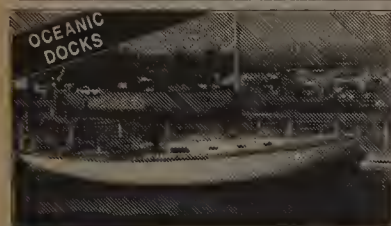


53' AMEL SUPER MARAMU KETCH '89
Transatlantic/Caribbean/Panama Canal/Mexico vet hut shows like new. Electric furling main & jib. Bowthruster. Pages of equipment. \$449,000/offers • JOHN BAIER
47' Version also available



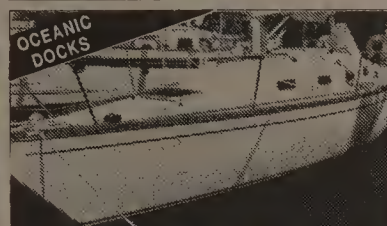
42' TAYANA CUTTER 1983

This well maintained, double ended, center cockpit boat has a liveable interior, all the cruising gear and a serious seller. Recent price reduction. CONTACT JOHN BAIER



41' HINCKLEY SLOOP 1965

Maine built to exacting standards in fiberglass, this rare classic has new Awlgrip, rigging & Westerbeke diesel. She is in superb condition. Reduced to \$98,000/offers • JOHN BAIER



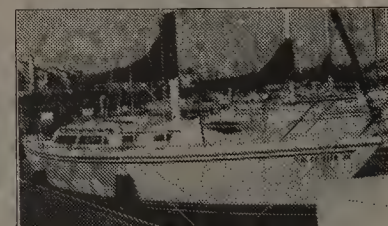
34' TARTAN SLOOP 1990

Immaculate Tartan quality with Sparkman & Stephens design. Scheel keel. B & G Hydra. heat & air, roller furling, spinnaker, etc. \$83,500/offers • CINDY WHITE



35' ERICSON SLOOP 1979

A very successful design, built for 25 years. New roller furling & genoa. Yanmar diesel. Autohelm autopilot, fresh varnish. Asking \$37,000 • CINDY WHITE



30' CATALINA SLOOP, 1990

Lively performance, liveaboard interior. Full batten main, Lewmar ST winches. Well equipped. Original owner moving up. \$49,900/offers • JOHN BAIER



Quality Listings Invited.

JOHN BAIER • PETE FROMHAGEN • BOB VAN DEUSEN • PETER SHEPPARD • CINDY WHITE



MAC DONALD YACHT

1450 Harbor Island Drive
San Diego, California 92101



(619) 294-4545

Fax (619) 294-8694

BROKERAGE • INSURANCE • MANAGEMENT

25' Vancouver, by Tayana	\$22,050	39' Cal MK III	59,500
28' Cape Dory	25,000	44' Freedom	Offers
31' Gemini, Cat	67,950	44' Lancer	99,000
32' Endeavour	27,000	46' Cal, 2-46	128,500
33' Endeavour	49,000	47' Perry, loaded	167,000
36' Tyrrell M/S, ketch, teak	Offers	50' Force	195,000
38' Herreshoff, cat ketch	Offers	51' S & S, alum.	139,000
38' Downeaster	57,500		
38' Hans Christian, loaded	119,500		

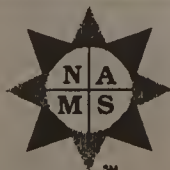
California
Endeavour Dealer

RON BANKSON YACHT & BOAT SALES (415) 871-8470

SAIL		35' DUFOUR SL, '74	\$ 45,000
20' CAL SL, '66	\$ 3,650	41' MORGAN O/I KE, '79	\$ 69,900
23' CLIPPER SL, '78	\$ 3,500	41' CORONADO SL, '74	\$ 65,000
25' NORTHSTAR 500 SL, '73	\$ 8,900		
25' U.S. YACHT SL, '80	\$ 8,950	POWER	
25' MacGREGOR SL, '85	\$ 3,750	25' BAYLINER SARATOGA, '78	\$ 13,200
25' MERIT SL, '83	\$ 7,900	31' SEARAY VANGUARD, '82	\$ 49,900
27' U.S. YACHT SL, '83	SOLD	31' CARVER EXPRESS, '73	\$ 23,950
27' U.S. YACHT, '77	\$ 9,500	32' CHRIS CRAFT CONNIE, '62	\$ 18,500
27' ERICSON SL, '78	\$ 18,500	34' CALIFORNIA SEDAN F/B, '79	\$ 69,995
27' ISLANDER, '69	\$ 8,900	36' CARVER, '87, aft cabin	\$104,500
30' RAWSON SL, '64	\$ 15,000	41' P.T. TRAWLER A/C, '78	\$ 75,000
30' CATALINA SL, '82	\$ 28,500	42' OWENS ARUBA MY, '66	\$ 44,000
33' NEWPORT SL, '84	\$ 39,000	44' MARINE TRADER, '78	\$119,000
		49' ALBIN SEDAN, '80	\$145,000

Oyster Cove Marina • 385 Oyster Point Blvd., Suite #8
South San Francisco, CA 94080

National Association of Marine Surveyors, Inc. 1-800-822-NAMS



Northern California Certified Members
Yacht Surveyors and Appraisers

James Jessie	(510) 465-2527	Doug Shotton	(510) 235-6679
Kent Parker	(415) 457-5312	Brendan Schmidt	(510) 934-5744
Stuart Riddell	(415) 332-9036	Robert Viel	(916) 766-1094
Joseph Rodgers	(408) 475-4468	Stan Wild	(510) 521-8527

MARINE INSURANCE

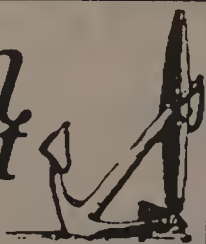
Experience the Fast and Friendly Service of
ADMIRALTY INSURANCE AGENCY INC.
Call (510) 521-4255

YACHTS 26+
SAIL
POWER
LIVEABOARD
MARINAS

Located in the hub of
No. California
1070 Marina Village
Parkway #109,
Alameda

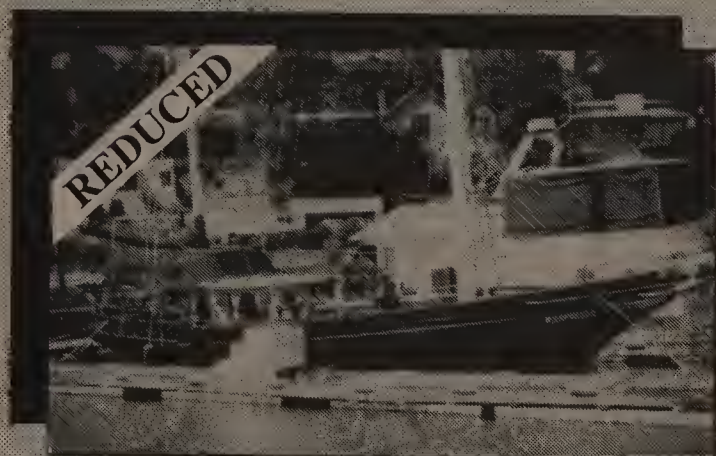
INQUIRE
ABOUT OUR
LARGE
YACHT
PROGRAM

Marin Yacht Sales

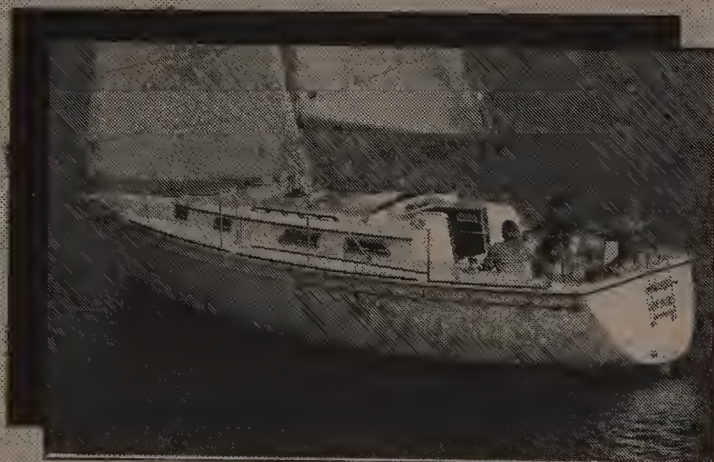


LOWRIE YACHT HARBOR: 40 Pl. San Pedro Road, San Rafael, CA 94901
(415) 454-7595
FAX: 415-454-2561

**LOWRIE YACHT HARBOR
BERTHING AVAILABLE
30 TO 60-FEET**



41' CT PILOTHOUSE KETCH, 1975
Dual control stations, 70 HP diesel,
owners double bed, separate stall
shower, your chance to cruise in
comfort and style. \$78,500.

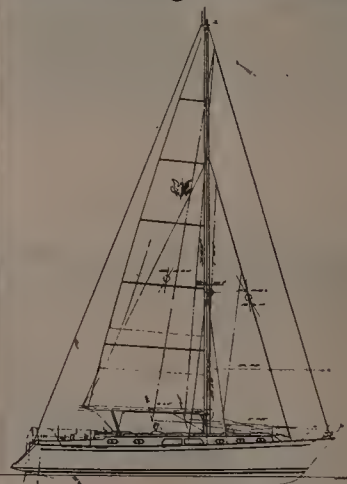


34' PEARSON
1984 diesel sloop. Wheel, sleeps
six, new dodger, new epoxy
bottom, very clean.
Asking \$68,000.

PASSPORT YACHTS EAST, INC.

326 First Street, Suite 14, Annapolis, Maryland 21403
(410) 263-0008 • (800) 394-8014
Fax (410) 263-5705

Presenting the new Royal Passport 44 for 1993 ~



Royal Passport 44' Aft



Royal Passport 44 Center



**WORLDWIDE
YACHT BROKERAGE**



28' Sabre, '79	\$28,500	40' Passport, '85	\$154,900
29' Elite, '85	\$34,000	40' Passport, '86	\$159,500
29' C & C, '86	\$32,900	40' Passport, '87	\$169,900
30' Baba, '84	\$66,000	40' Passport, '87	\$169,900
30' Sabre, '87	\$57,500	40' Passport, '88	\$195,000
31' Cape Dory '83	\$42,000	40' Passport, '89	\$185,000
31' Tartan, '88	\$69,000	40' Tartan, '85	\$137,000
32' Cape Dory, '86	\$64,500	40' Wauquiez, '86	\$135,000
32' Ericson, '87	\$59,900	41' Bristol, '82	\$139,500
34' Beneteau, '90	\$81,900	41' Passport, '89	\$179,500
34' Ericson, '87	\$67,500	42' Tayana, '88	\$139,500
34' Sabre, '83	\$57,500	42' Hallberg Rassy, '84	\$155,000
34' Tartan, '86	\$53,900	42' Vagabond, '84	\$129,900
35' Baba, '85	\$94,500	43' Mason, '83	\$189,000
36' C & C, '81	\$59,000	44' Freedom, '86	\$144,900
36' Gozzard, '86	\$130,000	44' Hylas, '86	\$185,000
36' Pearson, '73	\$39,900	44' Morgan, '90	\$145,000
36' Sabre, '86	\$87,500	45' Bristol, '79	\$189,000
36' Tripp, '90	\$116,000	45' Hardin, '80	\$125,000
37' Passport, '87	\$119,000	45' Jeanneau, '86	\$169,900
37' Tartan, '78	\$67,500	46' Irwin, '82	\$114,500
38' Bristol, '84	\$99,800	47' Passport, '85	\$298,000
38' Hans Christian, '87	\$159,000	47' Vagabond, '87	\$219,000
38' Ericson, '89	\$115,000	50' Passport, '90	\$395,000
38' Panda, '83	\$140,000	51' Passport, '84	\$230,000
40' Passport, '80	\$130,000	52' Tayana, '89	\$280,000
40' Passport, '83	\$117,000	52' Kanter, '89	\$375,000
40' Passport, '83	\$149,000	53' Bristol, '89	\$495,000
40' Passport, '84	\$149,000	53' Mason, '82	\$279,000
40' Passport, '85	\$149,000	55' Tayana, '85	\$275,000

**MANUFACTURERS AND DISTRIBUTORS OF THE ROYAL PASSPORT
LINE OF QUALITY CUSTOM CRUISING YACHTS
ROYAL PASSPORT 44 • ROYAL PASSPORT 49 • ROYAL PASSPORT 50**

FOR SALE: *Axel Heyst*



A rare opportunity to own a classic performance cruiser/racer that is still winning today. *Axel Heyst* is a thoroughbred with the pedigree of Sir Francis Chichester's 'Gypsy Moth'. She was designed by John Illingsworth with her builder/original owner Angus Primrose for the Singlehanded trans-Atlantic race. A remarkable career includes trans-Atlantic crossings, winning Chicago-Mackinaw and recent firsts in the Catalina, Windjammers and Farallones races. Many recent upgrades such as new SC50 rig, new Volvo Sail Drive (less than 60 hrs, new LPU, 10-12 bags of sails, recent haulout (shown) and more means this 50 footer is ready to win or take you on some fast, solid cruising. If you're looking for a boat that combines heritage, winning, comfortable cruising and value, you need to look at *Axel Heyst*.

Call (408)433-4118D • (408)227-4225E
for price and information.

SHOP SAN DIEGO!

If you are a serious cruiser, you need to talk to us!
From Ultralights to full keel, heavy displacement, we
can find the right boat to get you to your destination.

We have several boats heading out, "out there",
or already there now! See below:

DESTINATION

New Zealand
Marquesas
Galapagos
Tahiti/Fiji
Guatemala
Curacao
Mexico & Beyond
Mexico
"Bluewater!"

TYPE BOATS

Valiant 40 *Vela Dare*
Tartan 37 *Celebration*
Olson 40 *Prima*
Tashiba 40
Formosa 42 *Rapariga*
Grand Banks 50 *C'est La Vie*
Nantucket 38 *Desiderata*
Polaris 36 *Second Wind*
H.C. 34 *Tender Mercies*

If you just like to go out on the Bay for the day,
we can help you get sailing, too!

YACHTFINDERS

WINDSEAKERS

2330 Shelter Island Dr., #207, San Diego, CA 92106
(619) 224-2349 Fax (619) 224-4692

SPRING MADNESS!

WE NEED LISTINGS!
The Most Accessible and Visible
Sales Docks in the Bay Area.

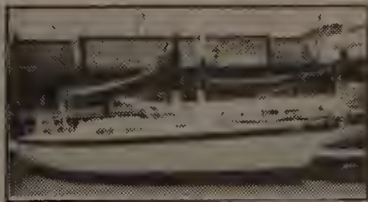
AT **NORPAC YACHTS**
SAN RAFAEL YACHT HARBOR
557 Francisco Blvd., San Rafael, CA 94107
(415) 485-6044 • FAX (415) 485-0335



COLUMBIA 36. Crealock design, excellent cruiser/
liveaboard. Great buy at \$17,500. sistership



37' CREALOCK. Well equipped: SotNav, AP,
vane, radar, dodger, furling jib, much more. Excel-
lent for world cruising. Reduced to \$79,500



SAN JUAN 34, 1980. Dsl, wheel, spinnaker.
Great performance racer/cruiser. Bring All Offers.



CT 41. Much recent work, Perkins
4107 diesel, great cruising ketch.
\$47,500

SAIL - PARTIAL LIST	
22' COLUMBIA	1,800
24' COLUMBIA	3,000
25' C&C	roce equipped Inquire
26' RANGER	4,900
27' SANTA CRUZ	6,000
27' CORONADO clean	9,950
27' CATALINA	new outboard 7,500
30' FRIENDSHIP SLOOP	Galotea 24,500
30' MORGAN	16,500
31' HUNTER	very clean 33,500
33' HUNTER	one owner 31,500
35' JASON	Brewer design 38,000

38' CATAMARAN	Rudy Cheoy design 32,500
41' CT	48,000
POWER	
21' LYMAN	inboard 5,750
24' SEA RAY SUNDANCER '83	w/trlr 22,000
26' PACEMAKER	5,900
28' BAYLINER	new engine/drive 17,900
28' TROJAN	super clean 18,950 or trade
34' HUBERT JOHNSON	commuter try 24,000
36' CHRIS CRAFT	Constellation Inquire
38' STEPHENS SEDAN	24,500
43' GRAN MARINER	liveaboard 69,000
50' HACKERCRAFT	restored Offers



46' CAL 2-46, '74
Complete refit in and out. Absolutely
the best anywhere!
\$129,000



42' WAUQUIEZ, CENTURION '87
Beautiful performance cruiser. 2
double cabins, impressive inventory.
\$155,000

SELECT BROKERAGE LIST

36' Magnussen 1984	.... Quality construction, performance .. Ask 75,000
38' Swan 1978	..... Race, cruise ready Try 105,000
39' Cal 1978	..... Outstanding quality, great Bay boat 69,000
40' Lester Stone 1957	... Foxen, Beautiful wooden classic Inquire
41' Sceptre 1985	..... Dual stations, raised salon, loaded .Try 195,000
42' Baltic Magnum 1987	Fully equipped for race/cruise 169,000
43' Gulfstar 1977	..... Great aft cabin liveaboard Ask 75,000
44' Swan 411 1979	..... Set up for short handed, light use .Try 180,000
45' Jeanneau 1984	.. Spacious interior, extensive equipment ... 145,000
47' Swan 1978	..... Many updates, owner motivated Reduced
47' Vagabond 1981	..... Cruise/liveaboard, beautiful Ask 180,000
50' Force 50 1974	..... Fully equipped, huge interior Ask 150,000
51' Skye 1992	..... New boat! Great opportunity 278,000
53' Swan 1989	..... 3 available, call for details Inquire
58' Alden Boothbay 1975	Except. world cruiser, gorgeous! Ask 299,000
60' Ladd Design, center cockpit 1993	...Unique opportunity Inquire
61' C&C 1972	..... Many custom features, raised salon Inquire
62' Custom Ketch 1985	..... Outstanding cond. throughout ... Ask 575,000
64' Dynamique 1983	.... 4 S/Rs incredible equipment list!! .Ask 325,000
65' Swan 651, 1984	... Nautor quality, exceptional inventory Inquire

LAGER YACHT BROKERAGE CORP.

400 Harbor Drive, Suite C, Sausalito, CA 94965
Tel: 415-332-9500 Fax: 415-332-9503

NEW YORK • SAUSALITO • SEATTLE



REGATTA

YACHT SALES AND SERVICE
Sail & Power Brokerage

(510) 521-9732

Fax (510) 521-9734

Park St. Landing • 2307 H Blanding Ave. Alameda CA 94501

FEATURE LISTING



TRIPP 26

Exclusive offering by Regatta Yacht Sales of Smart Boat's new 1993 Tripp 26. This boat sets new industry standards for performance, trailerability and affordability. You must sail it to appreciate its quickness up & downwind.

From \$33,000.

SAIL

51' Morgan, '76	115,000
50' Force 50, '73	175,000
48' Amel Maramu, '85	205,000
47' Vagabond, '76	142,500
46' Island Trader MS, '81	150,000
45' Jeanneau, '85	145,000
44' Mason Ketch, '86	230,000
44' Lancer Motorsailer, '81	120,000
44' Fellows & Stewart Sloop, '46	18,000
43' Hans Christian T, '85	189,000
43' Columbia, '71	75,000
42' Hunter Passage, '90	175,000
41' Morgan Outstand, '79	69,900
40' Rhodes, '50	30,000
40' Tripp, '91	210,000
40' 8 Meter Sloop, '43	25,000
39' C&C, '73	87,500
38' Hinkley, '70	95,000
37' Fisher, '80	125,000
37' Tayana, '78	74,000
37' Ranger, '74	39,500
36' Islander, '75	45,000
36' Islander Freeport, '81	75,000
36' S2, '85	Owner Wants Offers
35' Cheoy Lee Lion, '58	40,000
35' C&C Landfall, '81	55,000
35' Coronado, '72	30,000
35' Rafiki, '80	69,000
35' Ericson, '73	30,000
34' Wylie, '79	30,000

SPACE AVAILABLE AT OUR SALES DOCKS.

34' Tartan Yawl, '74	36,000
33' 6 Meter, '85	Call
33' Hunter, '82	29,900
33' Morgan Ot, '75	25,000
32' Coronado, '74	20,000
30' Newport MkII, '79	17,900
30' Newport, '71	16,500
30' Catalina, '80	25,000
30' S-2, '80	28,000
29' Cal, '70	13,500
29' Ericson, '71	17,500
28' Ericson, '84	28,500
28' Wylie, '73	18,000
28' Lancer, '81	12,000
27' Ericson, '74	22,000
27' Cal, '74	2 from 14,900
27' Hunter, '80	16,000
26' Pearson, '79	11,000
25' Folkboat, '49	5,000
25' Yamaha, super clean, '78	14,950
24' C&C, '78	Owner wants offers
24' Ranger, '78	6,000
24' Gladiator, '65	6,000
22' MacGregor, '86	3,800
20' Cal, '67	4,000

POWER

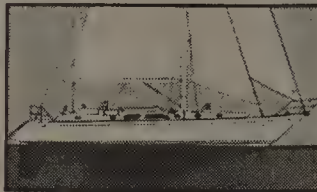
67' Garden MV, '60	339,000
50' Classic Cryer Tug-Yacht, '07	50,000/Pend
49' Albin Trawler, '80	145,000
46' Spoiler MY, '83	189,000
45' Mathews, '66	39,000
41' Burnscraft, '81	72,000/offers

PARK STREET LANDING ♦ HANS CHRISTIAN ♦ PARK STREET

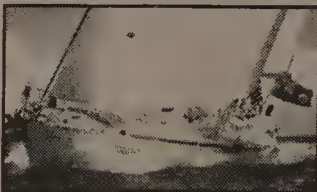
JORDAN
Yacht and Ship Co.

2182 S.E. 17th Street • Fort Lauderdale, Florida 33316

Tel: (305) 522-8650 • Fax: (305) 522-8825



49' HYLAS 1993

Gen/88hp Yanmar, A/C,
Best Gear 3 Strm - \$349K.

651 SWAN 1984

Carbon Fiber Mast/Top
Shape 4 Cabin Layout.

58' GOETZ/CHANCE

UL Sloop - Draft - 2'-10" - Refit
1993 - 4 Cabin - \$149K - Offers.

37' ELITE C/B

New Engine, GPS
\$77K.

OTHER LISTINGS

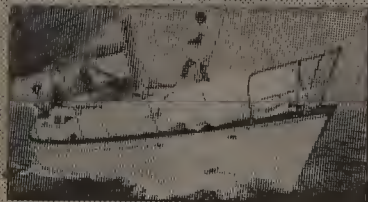
56' NAUTICAL Ketch, Custom	\$330,000	41' MORGAN 1978	CALL
56' SCOTISH CLASSIC PH Ketch	\$99,000	40' '73 SS SWAN, Diesel	\$89,000
51' BENETEAU FRERS 87	\$297,000	40' '85 HUNTER, AP	\$74,000
48' DANISH Ketch	\$125,000	38' '78 C&C, Lond Foll Refit	\$69,000
48' CELESTIAL Ketch '85 Bristol	\$149,000	37' '83 C&C, New Point	\$55,000
48' '82 C&C STOWAWAY	\$229,000	37' '77 RAFIKI, Offshore Cutter	\$53,000
44' '85 HYLAS Sloop	\$189,000	36' '79 PEARSON Radar	OFFERS
43' '81 CHEOY LEE MS, Trades	\$125,000	35' CREALOCK by Willard	\$65,000
42' ALLIED, Bristol New gear	\$89,000	32' (2) '75 WESTSAIL, World Cruiser	\$54,000

QUALITY LISTINGS NEEDED

Se Habla Español

BALLENA BAY
YACHT BROKERS

1150 BALLENA BL, STE 121 ALAMEDA, CA • (510) 865-8600 • FAX (510) 865-5560



40' C&C, 1984

Fast performance racer/cruiser.
\$89,995.

47' STEPHENS, 1983

Sparkman and Stephens classic
performance cruiser, \$189,000.

ERICSON 30+ (2), 1983/1985

Great coastal and Bay boat.
From \$25,900.

PEARSON 303, 1983

Strong go-anywhere cruiser.
Reduced 10K!!! \$29,500.

RANGER 33, 1975

Great sailing and family boat.
\$22,000

PEARSON 36, 1984

A wonderful family boat with a
nice spacious layout, \$72,000.

"ENDEAVOUR"

46' X 11' X 5' 6"
WM. GARDEN SLOOP

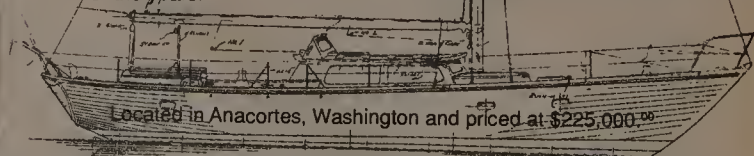
"This is a very rare custom yacht, the quality of the workmanship and materials are excellent plus. It is a world class yacht. Construction was supervised by a prominent New England boat builder. Accompanying photographic albums show the detailed flawless construction procedures. Equipment and systems are suitable for worldwide cruising." - Lee H. Ehrhart, Marine Surveyor 1992.

I guess the old adage of "quality endures" fits when assessing "Endeavour." Built well in 1966 of Teak & Iroko by supervised Japanese craftsmen, she has cruised Mexico and Hawaii as well as the Pacific Northwest. Constant upgrades in rigging and gear have kept her modern and efficient - a pleasure to cruise and live aboard.

Engine-driven refrigeration, Espar forced-air furnace and large capacity electrical system provide "at home" type convenience for extended self-contained cruising. Large port lights in the raised salon floor, the main cabin with light and provide a view while below. The full dodger encloses the center cockpit giving all-weather protection while hydraulic steering coupled with the W.H. Autopilot, Vigil radar and Micrologic Ioran make navigation simple and straight forward. Self-tailing winches and roller furling make sail handling sensible.

The aft cabin, with its own head and sink provides privacy from children or guests in the forward V-berths. The forward head is large, beautifully teak-paneled and plumbed for showering.

You will find, as you approach her by dinghy in some quiet anchorage, "Endeavour" will fill you with the same pride and appreciation that she has for us over the years.



Located in Anacortes, Washington and priced at \$225,000.00

Contact:

Bill Henry or Sue Doherty
(206)757-3577

George Brokaw Yachts

(619) 223-5400 Fax (619) 226-6828

CHARTER

MEMBER

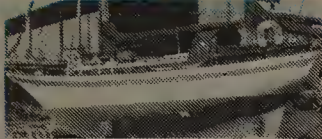
OCEAN CRUISING YACHTS

20 Years at 2608 Shelter Island Dr., San Diego, CA 92106

AT OUR DOCKS



SWEDEN 55. Fast, classy, Knud Reimers 1984 FG diesel sloop. Elegant accommodations, sleeps 8. Sailed easily by 1. See this one-owner beauty at our docks. \$124,950

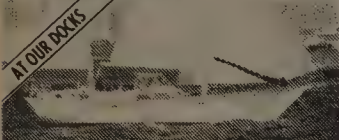


36' CHEY LEE CLIPPER, 1978, by Luders. Volvo dsl, new Harken furling, new genoa, all new winches, etc. Loaded w/ gear & spares. Asking \$55,000.

- 27' Dartsailer, '80, Dutch M/S \$49,000
- 29' Cal 2-29, dsl \$15,000
- 30' Sagitta, dsl, cruise equip'd \$39,500
- 30' Cal 3-30, dsl \$19,500
- 30' Ericson, whl.dsl \$17,472
- 31' Mariner ketch, FG, dsl \$22,500
- 32' Westsail, '77 Offers
- 32' Dreadnaught, '92 Loaded!
- 32' Ericsons 3 from \$18,000
- 35' Ericson 2 from \$28,500
- 36' Block Island cutter \$18,500
- 37' Hunter 2 from \$49,500
- 38' Ericson, '81, furling \$59,500

- 38' Downeast cutter, '78, loaded . \$65,000
- 38' K-38 \$19,900
- 40' Acapulco, new main, dsl \$37,500
- 40' Yorktown \$34,500
- 41' Mariner Neptune F/G, '84 ... \$125,000
- 41' Steel French C/B cutter Call
- 41' Kettenburg, F/G, cruise equip'd \$45,900
- 42' Westsail, ctr. cockpit \$97,500
- 42' Colvin, '88 Steel PH Cutter Call
- 44' Peterson, alum., fast cruiser ... \$70,000
- 48' Cheoy Lee cutter \$114,900
- 50' Hudson Venice model, '85 \$295,000

AT OUR DOCKS



45' HARDIN. Offshore ketch. Seaworthy, dry & comfortable. Roomy master aft stateroom w/queen, sea-going galley, dinette, large forward salon. Sleeps 6. Easily sailed w/ two. 2 from \$84,900.



53' ADAMS Swan-like ketch. Fast, roomy beauty, 3 stms, slips 8-10. Won't last. \$149,000.

YACHT SALES PERSON NEEDED

Welcome! Out-of-state buyers. Call us direct for special discounts. 20 years experience with truck and offshore deliveries ~ State Licensed & Bonded ~ Charter Members Calif. Yacht Brokers Assn.

We Sell Boats and Build Friendships

Edgewater YACHT SALES

YACHTS SELL
AT OUR DOCKS -
CALL FOR DETAILS

(415) 332-2060

1306 BRIDGEWAY, SAUSALITO, CA 94965 • Fax 332-2067



FORCE 50 KETCH Wm. Gordon's most popular bluewater cruiser. Hand laid class, diesel aux., loaded with gear including dive compressor, 8 man roft & outpilot. (ESTATE SALE) Only Asking \$95,000

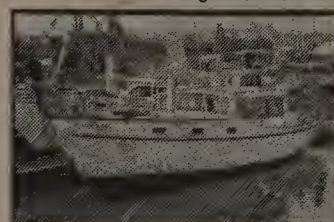


40' C & C Roce & cruise equipped, excellent condition. Huge sail inventory, beautiful teak interior, diesel Aux., Sausalito berth.

Asking \$69,000/Offers



ISLANDER 36 Islander's most popular model, hand laid fiberglass hull and decks, diesel aux, sails incl. new spinnaker. Try \$28,000



32' ALDEN MOTORSAILER By Cheoy Lee, full keel, Perkins Aux., Harken furling AP. Owner will trade to own. AT OUR DOCKS. Try \$34,000



30' ISLANDER 1984 Yanmar aux., roller furling jib, self-tailing winches, accommodates six w/shower. Asking \$27,500/offers.



GULF 29 1983 P.H. sloop by Gary Mull. Dsl aux., large, roomy interior, loaded w/ quality gear. Exc. Bay or coastal cruiser. At our docks. Asking \$32,500/Offers.



28' TRITON Alberg design, fiberglass, 1/B aux., full keel, active Bay class or offshore, well maintained. (ESTATE MUST SELL) At our docks. Only \$12,000/Offers



ERICSON 29 By Bruce King, 1/B aux., accommodates 6, loaded with gear, 3 head sails, Barlow winches, emergency gear. Asking \$16,500



38' TRAWLER 1962. Cat V8 mgin engine, 5kw generator, diesel stove. Accommodations for 4. Owner moving & must sell. At our docks. Try \$25,000

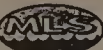


34' CALIFORNIAN TRAWLER U.S. built, twin Perkins mains, dual steering stations. Recent upgrades include, all exterior trim varnished, new Interphase video sounder, VHF & electric anchor winch, Sausalito berth. Asking \$58,500

SAIL - PARTIAL LIST

43' CUTTER, double ended, full keel by Ron Amy	\$75,000
39' C & C, Trans Pacific Vet, long list of quality gear	\$87,500
38' PACIFIC, from New Zealand	\$75,000
37' TAYANA, Perry design	\$78,000
37' IRWIN, Sausalito liveaboard slip	\$79,000
POWER - PARTIAL LIST	
51' BLUEWATER coastal cruiser, immaculate	Try \$150,000
43 LAKE UNION, major upgrades, new cover	\$29,500
41' 1980 CHRIS MOTOR YACHT, new Cummings mains	\$145,000

Yacht Masters Glen Cove Yacht Sales



31' HUNTER

Immaculate and ready for your commands.

Asking \$35,000

SAIL

25' CATALINA, '82	\$ 9,250
27' ALBIN, '75	\$ 12,000
27' CATALINA	2 FROM \$ 7,250
27' DUFOUR, '78	\$ 15,900
30' FRIENDSHIP, '70, wood	\$ 25,000
30' NEWPORT	2 FROM \$ 22,500
30' ISLANDER, '72	\$ 13,500
31' HUNTER, '84	\$ 35,000
35' FANTASIA, '77	\$ 55,000
37' SEARUNNER, '79	\$ 33,000
44' PETERSON/EICHENLAUB, '79 aluminum, 18 sails	\$ 79,000
46' CAL 2-46 CUSTOM, '74	\$140,000

(707) 552-4206 • (800) 281-9224

FAX: (707) 552-4296

WE'VE MOVED!

WE'RE NOW AT THE VALLEJO MUNICIPAL MARINA 2ND FLOOR
YACHTMASTERS. TAKE 780 WEST FROM 80,
GURTOLA PARKWAY, LEFT ON HARBOR WAY. 1 HARBOR WAY.

Anchorage Brokers & Consultants



YACHTS

"We go the extra knot"

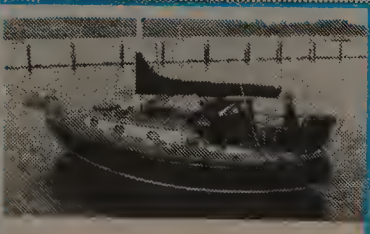
(415) 332-SAIL • (415) 332-7245 FAX 415-332-4580



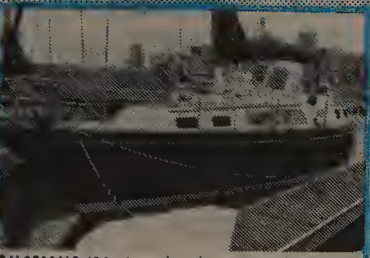
41' MORGAN, '79. Center cockpit cutter, 1986 dsl with 400 hrs, AP, SSB, Loran, windlass, Bimini, dodger, refrigeration. \$69,900.



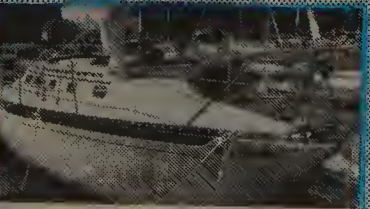
52' CHEOY LEE M/S, '82. 3 staterooms, twin diesels, 12.5kw Onan, SatNav, Wefax, autopilot, 2 heads w/showers. \$205,000.



30' BABA, '81. Highest quality cutter. Teak decks, cabin tops and cockpit. Wheel steering, green LPU hull. \$59,000.



36' S211MC, '84. Ctr cockpit sloop. Original owner has maint. like new. Windlass, dodger, ST winches, forced air heat, navy blue hull. \$75,000.



36' PETERSON, racer, 1980, very fast \$69,000

- 40' PETERSON, racer, 1980, very fast \$69,000
- 37' 1968 CLASSIC \$44,000
- 36' 5 from \$36,000
- 36' FREEPORT, '78, Bristol condition \$72,500
- 30' BAHAMA, '84, very clean \$32,500
- 28' 1985, wheel, roller furling and water pressure \$30,000

Names You Can Trust...



Mike Kushner Peter Powell Dave Marshall John Swain Clay Prescott

ABC Yachts Welcomes Clay Prescott to our Staff.

SAIL

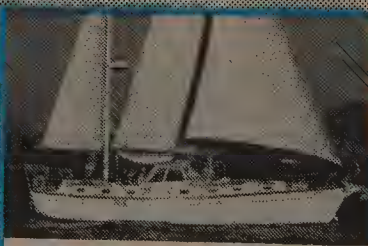
75' CUNNINGHAM, '74	210,000	36' PEARSON, '85	85,000	49' ALBIN	145,000
65' MacGREGOR, '87	137,500	35' SANTANA, '80	47,000	47' DELTA CLIPPER, '80	83,500
54' VENNEKENS	195,000	34' BENETEAU 350, '89	79,000	46' CHRIS CRAFT, '64	69,000
52' CHEOY LEE, '82	205,000	34' WYLIE, '79	34,000	46' CHRIS CRAFT CONNIE, '63	79,000
50' GARDEN KETCH, '78	175,000	33' HUNTER, '79	29,000	45' LANCER, '81	142,500
47' RHODES M.S., '71	112,000	33' SWALLOW SWIFT, '78	50,000	44' LUHRSS, '70	90,000
43' COLUMBIA, '69	56,000	32' ARIES, '76	32,000	43' PRESIDENT, '83	149,000
41' GARDEN, '73	65,000	32' COLUMBIA, '76	24,500	42' PONDEROSA, '85	170,000
41' LORD NELSON, '82	139,000	32' VALIANT, '77	45,000	40' OWENS, '64	41,500
41' MORGAN, '79	69,900	32' WESTSAIL, '79 (3)	52,500	40' BLUEWATER, '78	77,000
41' MURRAY-PETERSON, '83	89,000	32' MORGAN, '79	39,000	40' CRUIS-A-HOME, '75	55,000
41' RHODES, '66	60,000	30' CATALINA, '78	28,500	39' CHRIS (STINGER)	59,000
40' NORDIC	Call	30' BABA, '81	59,000	38' GOLDENSTAR, '84	89,000
40' C&C, '82	72,000	30' CATALINA, '78	22,000	38' BAYLINER, '87	115,000
40' CHALLENGER, '74	89,500	30' ISLANDER BAHAMA, '84	27,500	38' PACEMAKER, '70	35,000
40' CHEOY LEE O.S., '71	58,000	30' PEARSON 303, '84	46,666	38' HUNTER, '59	23,000
40' ISLANDER/PETERSON, '80	69,000	30' YAMAHA, '79	25,000	37' NEW HAVEN	20,000
40' MARINE TRADER, MS, '82	85,000	29' ERICSON, '77	19,500	36' EGG HARBOR, '78	115,000
39' C&C, '73	87,500	28' ISLANDER, '77	19,000	36' CHRIS CRAFT, '64	26,000
38' COLIN ARCHER, '68	26,500	28' ISLANDER, '85	19,000	35' CHRIS CRAFT, '68	58,500
38' BRISTOL	44,000	28' COLUMBIA, '69	8,000	34' CALIFORNIA, '78	60,000
38' ERICSON, '81	65,000	27' NDRSEA	54,000	34' CHRIS CRAFT, '91	78,000
38' MORGAN, '79	61,000	27' ERICSON, '74	22,000	34' HATTERAS, '64	23,000
37' HUNTER LGND, '88	84,500	27' CAL 2-27, '74	17,500	33' CHRIS CRAFT 336, '84	49,000
37' HUNTER, '80	45,000	25' CAL 25, '80	16,000	32' COOPER, '89	65,000
37' ISLANDER, '68	44,000			32' UNIFITE, '79	49,500/OBO
37' RANGER, '74	42,500			31' RIVA, '78	88,750
37' TAYANA, '78	73,000			30' VEGA, '74	33,500

POWER

50' BURGER, '57	285,000	28' CARVER RIVIERA, '85	39,000
56' FELLOWS & STEWART, '27	99,500	28' SEA RAY, '86	33,000
53' BLUEWATER, '80	179,000	28' ALLMAND, '79	31,500
50' TROJAN, '60	145,000	25' BAYLINER, '85	22,500



38' GOLDEN STAR '84. Sedan trawler, centered queen forward, radar, AP, Loran, refrig. \$89,000.



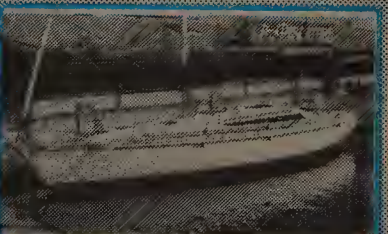
46' MORGAN, '79. Brewer design ketch, 1800 amp hrs., 3500 watt aux. gen., inverter, refrig, vacu-flush, radar. Everything works. \$132,000.



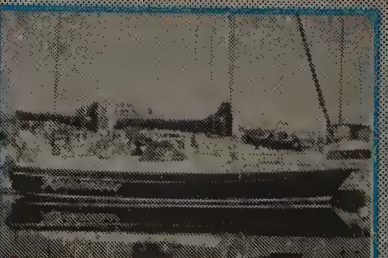
70' VAN DAMM MOTORSAILER, '70. Extremely well-built steel vessel from a world-famous Dutch yard. Air conditioned, 5 staterooms & separate crew quarters, 4 heads, watermaker, large galley with service for 15, full electronics including SSB & weatherfax. 5,000 mile range. A clean & well-maintained international class yacht. \$350,000.



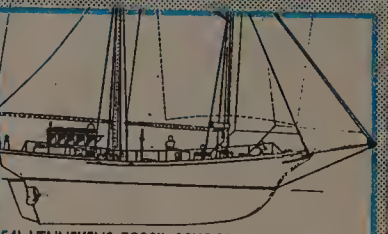
37' RANGER. Custom teak interior like a finely crafted musical instrument. A unique and beautiful boat. \$47,000. BETTER THAN NEW.



45' JEANEAU SUN-KISS, '84. Cutter, B & G instruments, hard-to-find 3 staterooms, perfect liveboard/cruiser. \$145,000.



51' MORGAN '76 KETCH. Radar, AP, SatNav, air cond., new: LPU, cushions, carpet & rf jib. \$125,000.



54' VENNEKENS TOPS'L SCHOONER, 1979. Belgium built galvanized steel pilothouse schooner. High quality construction, watertight bulkheads. A finely fitted yacht. \$195,000.

(415) 332-7245



SAUSALITO



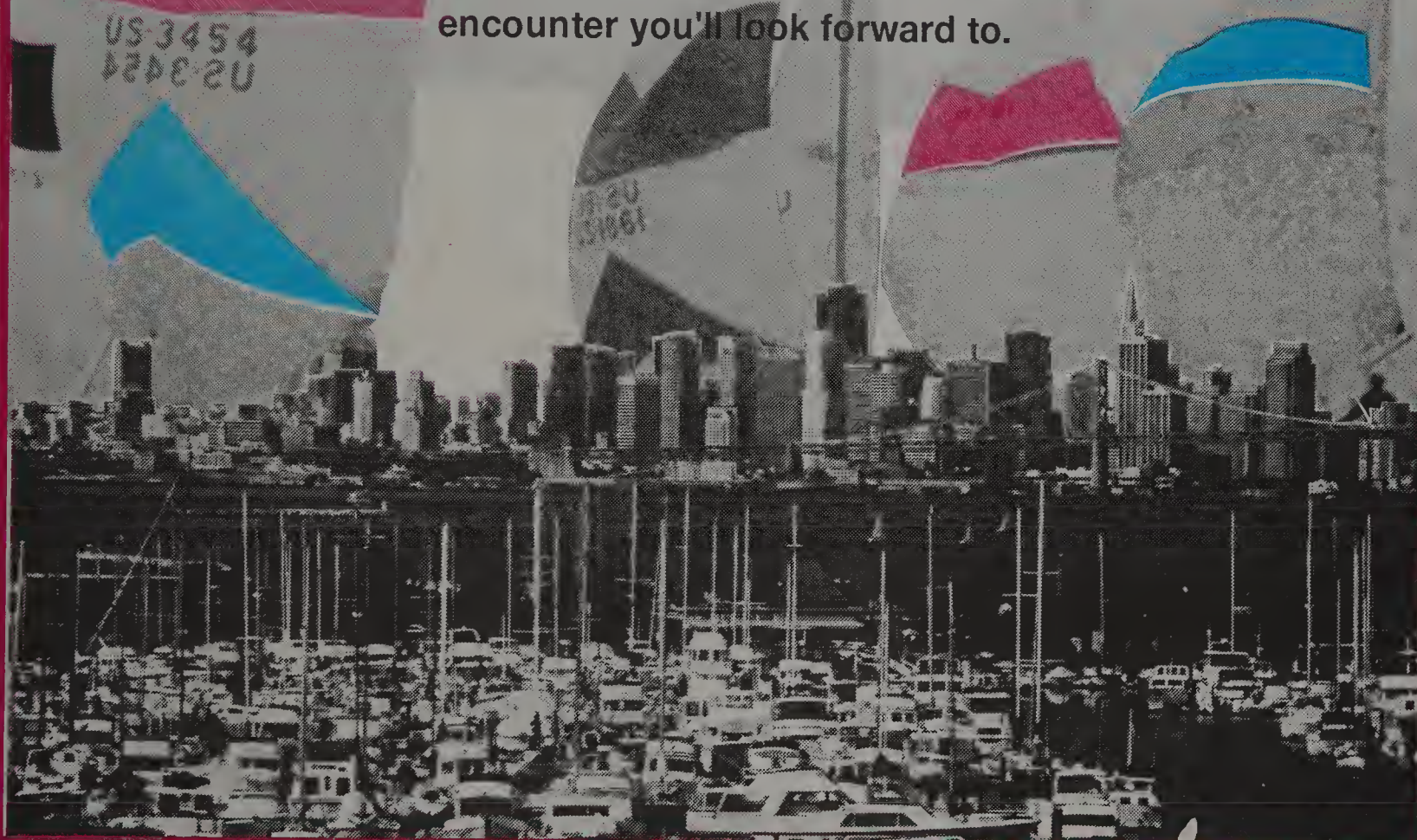
1 GATE 5 RD.

CA, 94965

CLOSE ENCOUNTER

Ballena Isle Marina's close proximity to the Bay's best boating means you'll find the fleet right outside your berth.

The Bay and Ballena Isle Marina – a close encounter you'll look forward to.



YOUR FIRST MONTH IS FREE!

**USE OUR GOLD CARD FOR
THE FOLLOWING SAVINGS:**

- 20% Off All Fuel and Fuel Products
- 15% Off Everything in Our Chandlery
- Whale's Tale Restaurant Discounts*
- 10% Off at Club Nautique on All Sailing Lessons*
- Haulout Discounts

*not good with other promotions



**BALLENA ISLE
MARINA** ON THE BAY **AN ALMAR MARINA**
1150 BALLENA BOULEVARD
ALAMEDA, CALIFORNIA 94501
1-800-675-SLIP • (510) 523-5528

**MARINA FLEA MARKET
AND BOAT AUCTION!**

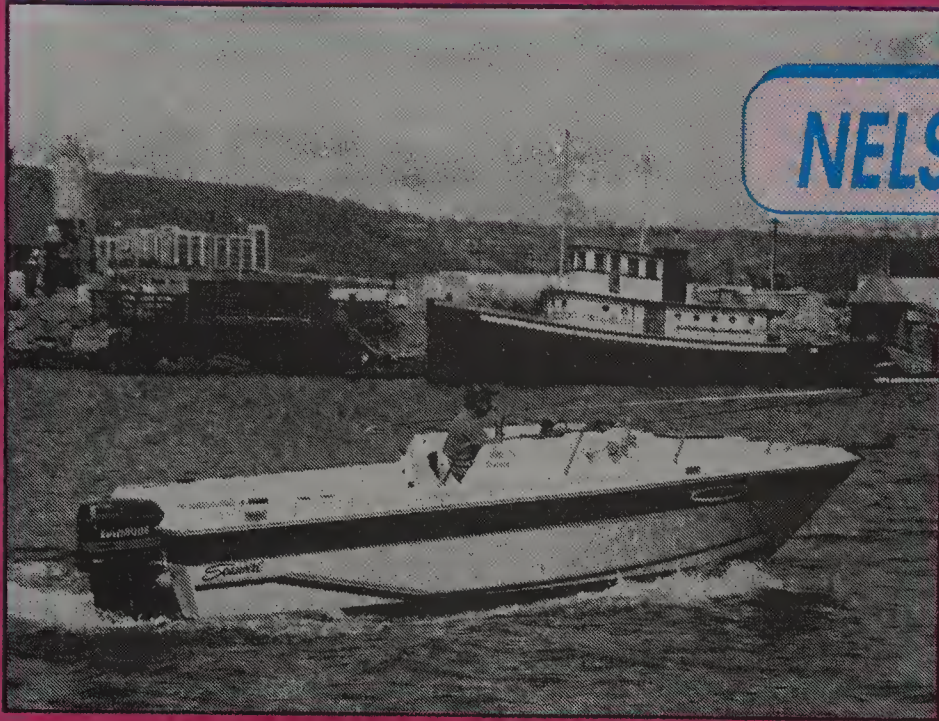
**Saturday, June 5th
8 am – 4 pm**

Sponsored by the
Alameda Sea Scouts in conjunction
with Ballena Isle Marina.

*For more information and exhibit
space call (510) 522-2772.*

Nelson's Marine

The Boatowner's Boatyard



NELSON'S FIELD SERVICE

Ready to Serve You

- Oil Change
- Service
- Tune-Ups

HMS Nelson ~ Available for work at your slip!

Firm Quotes Gladly Given.

OR COME TO:

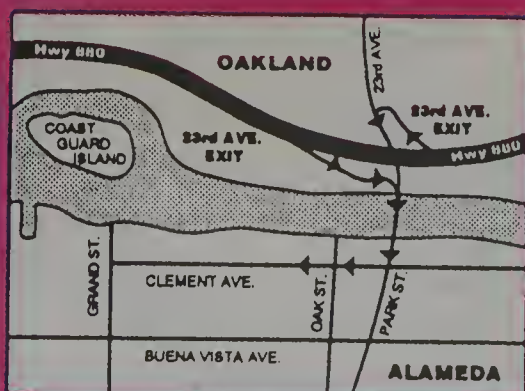
Nelson's

FULL SERVICE BOATYARD

Professionals with Integrity

Woodwork • Prop and Shaft Work • Blister Repair with Warranty
Rigging • LPU Paints • Haulouts • Welding • Store on Premises
Structural Repair • Marine Engine Services • Do-It-Yourselfers Welcome

2229 Clement Avenue • Alameda • CA 94501 (510) 536-5548



LOCATION

Take 23rd Ave. exit off 880 to the Park Street Bridge. Turn right at the first light onto Clement Avenue. Go 1 1/2 blocks to find Nelson's on the right.

*DON'T FORGET TO SIGN UP:
Encinal/Santa Barbara Race July 3!*

